VOL. CCXL, No. 3113
TWO SHILLINGS AND SIXPENCE

A SIGHT SAFER WITH "TripleX" Regd.

THE SPHERE
With which is incorporated "BLACK & WHITE"
JANUARY 30, 1960

The SPHERE

with which is incorporated The GRAPHIC

— THE WORLD'S NEWS IN PICTURES

DIAMOND JUBILEE OF "THE SPHERE"

A SPECIAL ILLUSTRATED SECTION IN THIS ISSUE

BRITISH SEAGULL

"The best Outboard Motor for the World"

THE BRITISH SEAGULL CO. LTD., FLEETS BRIDGE, POOLE, DORSET. *Telephone:* POOLE 1651.

'GOLFERS'-TROUSERS
styled by
Henry Cotton
THE HENRY COTTON (SPORTSWEAR) COMPANY
SIMON HOUSE, 15, GOLDEN SQUARE, LONDON, W.1. TEL: GERRARD 6059
Demonstrate an immaculate approach.

For over a century
distinguished taste has demanded
CHAMPAGNE MERCIER
Messrs. Jarvis, Halliday & Co Ltd., 62 Pall Mall, London, S.W.1
CHAMPAGNE MERCIER EPERNAY

F M Fortnum's
is the most
entertaining shop
in town
Fortnum & Mason Ltd.,
181 PICCADILLY, LONDON, W.1 REGENT 8040

PARIPAN
LIMITED
PARIPAN Dryfast ENAMEL * PAREMUL Emulsion PAINT * PARIMAT Steamproof FINISH
EGHAM · SURREY

Otard
COGNAC BRANDY
FAMOUS SINCE 1795

CHARLES HEIDSIECK REIMS
Charles Heidsieck
CHAMPAGNE
VINTAGE 1949 & 1953

ALL CLASSES OF INSURANCE TRANSACTED
CAR & GENERAL INSURANCE CORPORATION LTD.
83, PALL MALL, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE PRICE 2/6

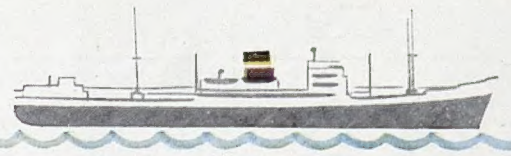
Since Britain Pioneered trading between the Continents, Ellerman Merchant fleets have shown their flag in a thousand sea ports. They sail out from Britain carrying cars and power equipment and manufactured goods of all kinds. They return with newsprint from Canada: with canned fish from Newfoundland; raw materials from the U.S.A. and a thousand and one other things from all parts of the world. An Ellerman ship cargo list has the makings of an International trade directory! Ellerman service is world-wide, competent and competitive: when you need help in the carrying of merchandise on world trade routes, bear in mind that Ellerman Lines' 99 ships and their facilities and incomparable experience are at your disposal.

ELLERMAN LINES

Serve the trade routes of the world

ELLERMAN LINES SERVE THE WORLD'S TRAVELLERS

Two classes of Ellerman ships carry passengers with comfort and much luxury. The Ellerman Twelves with 12 *passengers and the "City" class with* 100. *These ships serve South and East Africa on regular services, and in addition, the Twelves frequently sail on the Indian, Far Eastern and Australasian routes. For passenger enquiries please communicate with Ellerman Lines Passenger Office,* 29/34, *Cockspur Street, London, S.W.*1. *Tel.: Whitehall* 5372: *For freight enquiries please refer to Ellerman Lines Head Office,* 12/20, *Camomile Street, London, E.C.*3. *Tel.: Avenue* 4311.



Original of the map, dated 1614, *is in the Library of Congress, U.S.A. This reproduction is made from a copy dated* 1616 *in the Map Room of the British Museum.*

Ten years old at the turn of the century

. . . the brandy in this Hennessy Extra bottle antedates even that old-established favourite, 'The Sphere'. Yet, like 'The Sphere', it is readily obtainable today, for the delectation of the connoisseur. A little bit more expensive than most brandies, yes; but an experience not to be missed.

HENNESSY

the Brandy that made Cognac famous

"Finest linens the world produces"

Walpoles' reputation has been built up by giving every satisfaction during nearly 200 years of trading and is greater today than when we advertised in the first edition of THE SPHERE just sixty years ago.
Throughout our long life the destinies of the firm have been under the direct supervision of the WALPOLE family and are to the present day. It is hard to find a similar tradition throughout the Linen Industry.
Therefore, no greater honour was bestowed than when we were chosen as the manufacturers to supply the ROYAL HOUSEHOLD LINEN.
This we first did in the reign of William IV and succeeding monarchs to our present beloved Queen Elizabeth II, whose warrant we are proud to possess.
Our present premises in Knightsbridge are soon to be enlarged and rebuilt to twice their present size, when we will then have one of the finest LINEN SALONS in London devoted to choicest and most exclusive Linens obtainable.

WALPOLES' IRISH LINENS
The finest the world produces

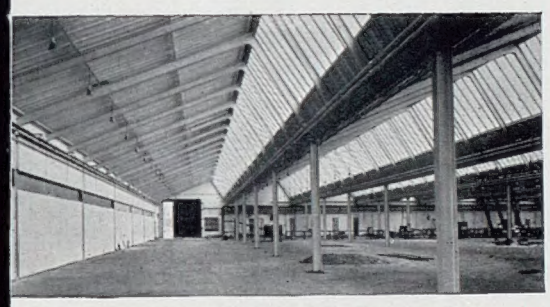
BY APPOINTMENT TO HER MAJESTY THE QUEEN LINEN DRAPERS

Dublin, Belfast, Ireland
Boston, Washington, Chevychase, U.S.A.

173-176 Sloane Street SW1
Belgravia 3667

NOW and in the future...STEELWORK

is quicker, more flexible and is *CHEAPER*



Interior view of factory for Messrs. Brook Motors Ltd.

New Ropery for British Ropes Ltd.

VULCAN ESTABLISHED 1850

AUSTINS

JAMES AUSTIN & SONS (DEWSBURY) LTD
THORNHILL IRON & STEEL WORKS, DEWSBURY, YORKSHIRE
Telephone: DEWSBURY 1750 (7 Lines) Telegrams: AUSTINS, DEWSBURY, TELEX 55-129
LONDON OFFICE: KIRKMAN HOUSE, 54A TOTTENHAM COURT ROAD, LONDON W1. TELEPHONE: MUSEUM 1064

VALAIS

An Alpine Wonderland with its sunny Climate

Make the most of your 1960 holiday by visiting the **sunny** land of the Valais

Switzerland's

most romantic region and starting-point for the great highroads of the Alps. — Amid this majestic scenery dominated by the mountains with their everlasting snows you can be sure of having the holiday of a lifetime.

And for an extra-special surprise **try and go in the month of June** — when its spring in the Alps and mountainsides are alive with flowers.

There's a traditional Swiss welcome waiting for you at more than a hundred well-known resorts where there are excellent hotels to suit all tastes and purses . . . places like

ZERMATT
Riffelalp - Riffelberg - Gornergrat
MONTANA-VERMALA - SAAS-FEE - CRANS s/Sierre
VERBIER - LEUKERBAD - CHAMPERY
Brigue - Sion - Sierre - Martigny - St. Maurice - Champex-Lac
Morgins - Salvan - Riederalp - Lötschental - Evolène - St. Luc
Finhaut - Saas-Almagell - Zinal - Simplon

Further information from your TRAVEL AGENT; the Swiss National Tourist Office, 458 Strand, London, W. C. 2, or the Tourist Office for the Valais, Sion, Valais, Switzerland

*

Elizabeth Wynne, Eagle stewardess from Camberley, Surrey, will make sure you enjoy a perfect flight to Austria . . .

You and I FLY EAGLE TO AUSTRIA

EAGLE IS YOUR only direct, regular British service to Innsbruck, the capital of the Tyrol and gateway to this beautiful part of Austria and the Dolomites. From Innsbruck frequent and rapid connections are available to your resort. You fly direct from London Airport in Eagle's giant 4-engined pressurised DC-6C's—a comfortable 3-hour flight. Return fare only £31. 19. (Spring tourist exc. fare).

Full details from your travel agent or

EAGLE

AIRWAYS

LONDON: Ambassador 7799 · MANCHESTER: Deansgate 8731
BIRMINGHAM: Central 4600 · GLASGOW: City 6218

TESSIN

Southern Switzerland

For a happy vacation the Tessin offers the realisation of all your dreams: mountains close to the shore of Mediterranean-coloured lakes, palms, cypresses and all fantastic riches of Riviera flora.

LUGANO ON LAKE LUGANO

Mild, sunny climate for ideal vacations. Beautiful lake and mountain scenery. Splendour of sub-tropical flora (mimosas, glycines, camellias, magnolias). Centre for excursions on the lake, mountains and valleys, to St. Moritz, Milan, Venice, etc. Cosy hotels and pensions of all categories (8,000 beds). Elegant shops. Golf, tennis, yachting, bathing beaches, Kursaal, Gambling Casino Campione, night clubs.

LOCARNO ON THE BEAUTIFUL SHORES OF LAKE MAGIORE

Here you can really enjoy spring holidays: the climate is wonderfully sunny and mild. Palms, camellias, azaleas, and the everlasting beauty of an enchanted land. Excellent choice of accommodation, sports, entertainments and excursions.

ASCONA IDEAL SOJOURN FOR ALL YEAR SEASONS

Magnificent public beach with Lido, Golf (18 holes open all year), Garden-Golf, Tennis, Yachting-school, and all water sports. Comfortable hotels and pensions of all categories. Airfield with aviation-school.

BRISSAGO THE PEARL ON THE LAKE MAGIORE

with its renowned isles and the very mild climate. Wide choice of excursion. Lido, water sports, fishing, tennis court, mountaineering, camping.

For information apply to Swiss Federal Railways, Trafalgar Square/Strand, or direct to official Information Offices, Lugano, Locarno, Ascona or Brissago.

THIS *and none other, is the label of GENUINE, orb-stamped* HARRIS TWEED

wholly produced in the Outer Hebrides

HAND WOVEN
Harris Tweed
THE HARRIS TWEED ASSOCIATION LTD.
REGISTERED TRADE MARK Nº 319214
APPLIED IN ACCORDANCE WITH REGULATIONS APPROVED BY THE BOARD OF TRADE
HARRIS TWEED
COMPLETELY PRODUCED IN THE OUTER HEBRIDES FROM PURE SCOTTISH WOOL

and this Orb Mark on the label (and stamped on the cloth)

HAS BEEN FAMOUS FOR 50 YEARS

HARRIS TWEED

ONLY genuine Harris Tweed can bear the legally protected Orb Certification Mark stamped on the cloth *and reproduced on the label in the garment.*
This Certification Mark is your protection. It is the guarantee that the tweed to which it is applied is made from virgin Scottish wool, spun, dyed, hand-woven and finished in the Outer Hebrides—in short, a tweed *wholly* produced in the Islands.
So in your own interests, always look for the Orb Certification Mark on the cloth and on the label in the garment. Then you are sure you are buying a genuine Harris Tweed, a *complete product* of the Outer Hebrides.

Issued by THE HARRIS TWEED ASSOCIATION LTD.

Volume CCXL No. 3113

The SPHERE, London, January 30, 1960

The SPHERE

with which is incorporated THE GRAPHIC

© 1960. Illustrated Newspapers Ltd. *All Rights Reserved.*

BARRICADES IN ALGIERS—RIOTERS TEAR UP PAVING-STONES TO ESTABLISH THEIR DEFENCES FOR STREET FIGHTING: Last week-end violence raged in Algiers after the announcement of the dismissal of General Massu as Military Commander by President de Gaulle. First reports gave nineteen killed and 141 wounded. A state of siege was proclaimed by the military, who declared that the Army was not on the side of the insurgent settlers. In Paris it was stated that President de Gaulle would visit Algeria next month.

The crisis which had been brewing among settlers in Algiers came to a head last week-end. The immediate cause was President de Gaulle's drastic action against General Massu, the Military Commander of the Central Algerian zone. General Massu had given an interview to a German journalist in which he criticised President de Gaulle's new policy of self-determination for Algeria, after pacification of terrorism and a period of "reorganisation." The General was summoned to Paris and informed that he was dismissed from his post and would not be permitted to return to Algeria.

In Algiers, the extremist settlers reacted at once to the news of this treatment of the man whom they regard as their leader and who played a major part in the events of May 1958, leading to the return to power of General de Gaulle. On Sunday last barricades appeared in the streets and fighting ensued. As the casualty roll of mobile police and civilians mounted, a state of siege was declared by General Challe, the Commander-in-Chief. President de Gaulle himself, in a broadcast heard early on Monday morning, denounced the rising as "a foul blow against France in Algeria."

Postage: Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

THE NEW CONVOCATION OF CANTERBURY: Bishops of the Southern Province walk in procession to St. Margaret's, Westminster, before the start of the newly-elected Convocation at Church House. From the front they are the Bishops of Southwark (wearing spectacles); Derby; Peterborough; Lincoln; Guildford; Coventry, and Chichester. On the day before, in St. Paul's Cathedral, all the members of Convocation had attended the traditional opening service of the new session.

A London Newslette

13-15, JOHN ADAM STREET, W.C.2

Meanwhile . . .—Two years hence, the expert Commission on the Police may issue its report and by that time equally expert probes into the incidence of juvenile delinquency and the increase in crimes of violence and bank robberies, and so forth, will provide the Home Office with a great deal of useful evidence on which to act. All this information will be studied and may lead to legislation and other remedies. Meanwhile. . . . For two years or so I suppose we may expect the crime pattern of the last three years or more to continue and perhaps develop. It may be that banner headlines in the Press negative reassuring statistics put out by the authorities from time to time. It may be, also, that the fashion for violence, which the cinema and TV find to be the best box-office, encourages crimes of violence and robbery under arms. Governments must move very carefully and legislate with meticulous care. But, by and large, the public is justified in feeling a certain impatience with the slow grinding of the mills. For two or three years more we must expect to read of the daily robbery of thousands of pounds, of prison-breaking twice weekly, of brutal murder undetected and of juvenile delinquents keeping their end up pretty well. And the less-carefully-planned murders on the roads, those bumper harvests which make murder by bludgeon, knife and gun appear as trivial gleanings, they, too, must continue and grow while Mr. Marples explores his maze of avenues. You cannot make people virtuous by Act of Parliament. We accept that official truism. But civilised Governments maintain police forces and prisons and pass legislation from time to time in the hope of making crime less easy and attractive, and two or three years more of the *status quo* is a sorry prospect which justifies impatience. We could almost condone a little "panic" legislation while the experts probe and explore. And Mr. Marples, on his return from America, spoke of making that attempt, even to the extent of challenging our freedom to drink ourselves road-happy.

Not Exciting—When the booksellers tell me "I ought to buy autobiography," I am not convinced by my own experience. It is the most difficult of all forms of literature. The humble man suppresses the truth in playing down his own virtues and achievements, the booster does the same by stressing them. And what makes autobiography interesting is the personal side. We are more interested in the subject's climb up the ladder than in the political rungs by which he climbed up. Especially is that true of statesmen and prelates. Political controversies, no less than religious, soon become dead and dusty bones, and all too many of the memoirs of statesmen nowadays are self-justifications and defences, instruments to re-establish their reputations in history. I was shocked and depressed to find how little interest I derived from the international crises of even the past decade as set forth in the first instalments of Sir Anthony Eden's Memoirs. They were very serious, very important; and it is all wrong to find them dry bones. But I fancy the reason is that very, very few people understand the art of autobiography which, however factual and strictly accurate, requires the art of the novelist, the power to tell a story. Political testaments are quite another thing, and when they abound in *clichés*, they make very heavy going. In the dark days of winter, we need all possible avenues of escape from boredom, and it distresses me to write off the Eden Memoirs and the West Indian Test matches. But Sobers and Sir Anthony both proved too sober for me. Batting for records and writing autobiography for the record are usually far from exciting. But there is hope still of brighter things for both.

A Winter's Tale—Faith and hope need to be long-sighted when the grip of bitter winter is on England, a country which seems, at least in the south, never to expect it and consequently has little means to combat or mitigate its many miseries and inconveniences. Snow-ploughs and central heating are still for most of us in the list of new devices. God bless Mr. Peter Hall and the Stratford management for their timeous winter's tale of summer joys "just round the corner." *Sursum corda!* February is just on us. It 's a short month even in leap year. Jump it and you will land in the month which precedes the opening of the Stratford season, and paints the meadows with delight; and picture yourself on Avon's banks by Clopton bridge strolling in the warm sunshine between the acts of Shakespeare's *Two Gentlemen* or *The Merchant of Venice* or *Twelfth Night*, or what you will, transported from the sunshine outside to an open place in Verona or Portia's garden at Belmont or Olivia's box-hedged walks. And if that eye of faith is clear and long-sighted enough, then indeed this present nastiness is but a tale told by an idiot, full of sound and fury, signifying nothing; an unsubstantial pageant which will leave not a wrack behind. Look you, through the eye of faith and hope summer is a-coming in, though Marion's nose be red and raw. Cuckoo, cuckoo, a merry note, far sweeter than the rasp of snow-shovels; and just round the corner, too. What 's a few weeks more or less?

Unforeseen Act of God—The first cold snap of winter in Central Southern England was by no means a record-breaker in the intensity of frost or depth of snow and drift, and yet for a full week most by-roads and many main roads remained constantly treacherous. The local authorities are very patchy in their efforts to improve road conditions. Year after year Southern England assumes that a fall of snow is a rare act of God, and snow-ploughs and gritting squads are very spasmodically organised to meet the "unexpected" emergency. Main roads are cleared and gritted in "patches" and sections; hills, turns and junctions receive some attention. By-roads and la are left severely alone. How different in the north wh winter connotes snow and drifting! But (to be just) I not think that roads made treacherous by snow and fr and thaw are necessarily more dangerous to life limb than clear roads, though they certainly cause loss time and great discomfort and anxiety. But quite certain such treacherous roads reduce speed to a level that redu serious accidents likely to result in death and maimi I observe that even those fearful, open, red sports c sometimes travel at under 50 m.p.h. in such condition and average road speed is probably under 40 m.p. Perhaps, therefore, Mr. Marples' first effort to redu murder on the road should be to create artificially th treacherous conditions on his new and old main roads a permanent road feature, summer and winter, if the r road statistics of the cold snap bear out my contention.

"And How"—In that first of all who-dun- *The Franchise Affair*, by Josephine Tey, in the famous t scene, Mrs. Chadwick testified as follows:—"I went the bungalow late hoping I would catch Barney ther "Barney is your husband?" "And how. I mean, y she added hastily, catching the judge's eye. (The ju had already expressed a preference for the King's Engli That was the first occasion on which I met with a n common Americanism. And though I have sought adv from philologists who tell me it means no more th "you bet your life," I still don't follow how those words convey that meaning. This problem, perhaps v irrelevantly, leads me to refer to a notable anniversa now being celebrated by *The Sphere*, sixty years of vigoro life. Since the dawn of the century the glossy and oth weeklies have been through difficult times and very ma have fallen by the way, as costs and overheads have soar and diverse new forms of education and recreation ha diverted readers from the printed word and superb illustra tion as a prime source of information on current matte and permanent interests. Indeed, when *The Sphere* fir saw the light, such journals still relied to a great extent artists of the brush and pencil to illustrate their them even of battles and processions. Matania, for examp And now, despite the wars and revolutions and social a political and economic upheavals, *The Sphere* is going strong. *And how*. Perhaps its faithful readers offer an easier and more logical definition of that obsc phrase as applied to *The Sphere's* anniversary.

They Knew Moses—Of 134 entrants t Church training college for teachers who were as questions from the Bible in an examination paper, correctly answered "Who was the baby in the bas among the bulrushes?" Thirty-five did not know significance of Whit Sunday, twenty-three did not kn

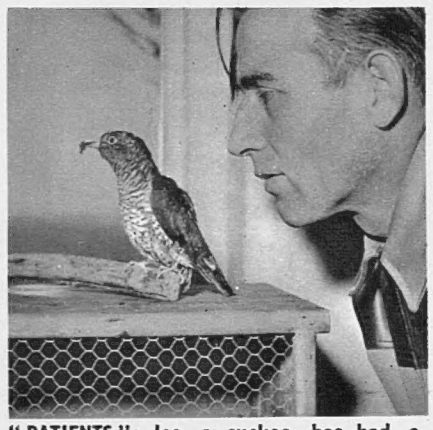
at Jesus was born in Bethlehem, twelve did not know at Good Friday commemorated His crucifixion. If ese 134 examinees had been army or navy recruits, e percentages of ignorance would be regarded as very couraging. But they were all entrants to a church ining college for teachers. *Quis custodiet ipsos custodes?* rtainly the responsibility lies heavy on such a training llege. Clearly it was not through a study of the Bible at all these young people identified Moses so readily, obably their knowledge was derived from an illustration a classroom wall, or from a nursery riddle. In my tter years on the Bench, I watched unnumbered witnesses aking oath on the Bible to speak the truth, and some- nes wondered whether a packet of cigarettes, a pools rd or the last Sunday sensational newspaper would not rve the cause of truth equally well. But fine old traditions nger long in Britain, and most witnesses readily grasp e Testament and confidently engage to speak nothing at the truth. What is truth? More than one famous agistrate has asked that question.

And a Good Judge, Too—It is rare for a igh Court Judge to receive such a trouncing from his others on the Bench as did Mr. Justice Stable in the ppeal Court, whose decision on the "hurry-up" trial two men with previous criminal records go scot free. he purity of British justice is an ideal which must never e compromised. But its upholding sometimes results in nything but justice. Mr. Justice Stable, by all accounts, an admirable judge, one of the soundest now on the ench; moreover, he is known for his humanity and readth of mind. If he were a Ridley, a Grantham or ven a Darling (the latter an excellent criminal judge but xuberant in civil actions), a trouncing of the kind lately iven him would have passed without remark, as some- hing to be expected now and then. But Mr. Justice Stable oars above those departed judges I have mentioned. His istake at that now famous trial lay not so much in his etulant remark to the jury, but in his own decision not o postpone his summing-up, after twice warning the jury hat he had a date at a given time which he intended to eep. How important it was that he should keep that ppointment, we do not know. We do know that to him t was all-important.

Gift Horse—When the late Lord Courtauld-Thomson presented Dorneywood, Bucks, to the nation, the gift was appreciated and acceptable to the National Trust, and the possibility that after two years only about twenty people would have troubled to visit it, cannot possibly have occurred to him or to the Trust or the public. It is, of course, inevitable that National Trust properties will rise and fall in popularity. In a fine summer, the public prefers those properties which have lovely gardens to those offering interiors however beautiful and crammed with works of art. Then again, properties remote from great cities rely on more local support, and local interest gradually becomes exhausted. These "premises" are not absolute and, if they were so, could not account for the extraordinary failure of Dorneywood to attract the curious in its first two years as a National Trust property. There are to-day so many private houses open to the public in competition with National Trust properties that the fashion of visiting all such places may well decline. To maintain public interest in this highly competitive industry, we know very well that new stunts and attractions must for ever be devised and advertised. The Duke of Bedford, a showman *in excelsis*, has proved that at Woburn, and the National Trust is in no position to compete with the private showman. A fine summer may affect the box-office of the House Beautiful and benefit the Garden Beautiful, but by last year's experience, I think such a summer tended to affect, adversely, interest in both. For the summer of 1959 established a new record in the fashion for camping, caravanning and the seaside, and the attractions of nature in the raw (wherever it can be found) were to be preferred to those of art. If we have anything like a fine summer in 1960, I shall expect a further decline in historic houses visitors. But it is not easy or useful to generalise. All sorts of chances of a day or a locality may upset my premises.

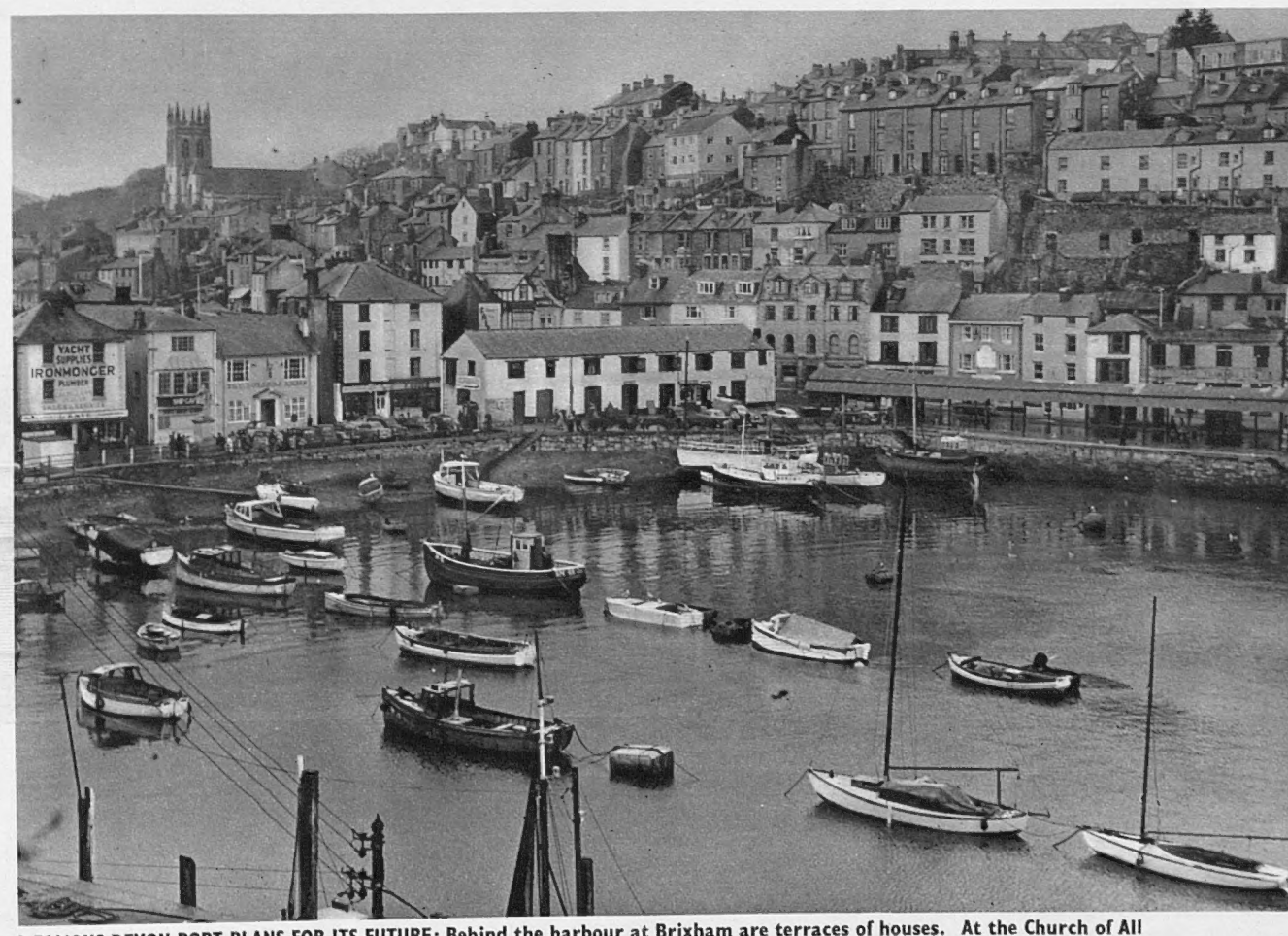
Historic Houses—I visited Lord Morley's Saltram, near Plymouth, on perhaps the loveliest and hot-test autumn day of all those lovely weeks in 1959. The gardens there are non-existent and not worth a penny, the house is a treasure-house of the Adam genius and remark-able for its collections of Reynolds', both at his earliest and at his best. He was born at Plympton. I saw no one walk round the gardens, but the house was crowded out by visitors and we moved through it gasping and at a foot's pace, and found the learned guide's discourse very hard to hear. Of private houses, I expect Woburn and Chats-worth to be among the high-rankers in 1960, and Stour-head and St. Michael's Mount to continue in chief favour among National Trust properties. I find it difficult to understand the loss of interest in Buckland Abbey, to my mind as exciting and beautiful as any of them. By and large, I judge that this fashion of visiting historic houses has reached its peak and will not regain it while the fashion in camping and caravanning (a whole-time job) continues. But a wet summer may upset my calculations.

THE OLD STAGER



"PATIENTS": Joe, a cuckoo, has had a wing amputated at Mousehole. *Left*—The carrion crow Jimmy is a favourite.

A HOSPITAL AND SANCTUARY FOR WILD BIRDS: The establishment, maintained by the R.S.P.C.A., is at Mousehole, a fishing village on the coast of Cornwall, south of Penzance. Birds are treated in the whitewashed building and moved to the outside cages when convalescent. The hospital and sanctuary was started in 1928 by the Misses Dorothy and Phyllis Yglesias. Shortly before the last war the Royal Society for the Prevention of Cruelty to Animals began to give them assistance. After the war the Society accepted full responsibility, the Misses Yglesias remaining in charge until the end of last year, when they retired. Some 200 injured birds are brought in from the locality and some are sent from distant parts of the country.



A FAMOUS DEVON PORT PLANS FOR ITS FUTURE: Behind the harbour at Brixham are terraces of houses. At the Church of All Saints (left background) the Rev. H. F. Lyte, author of the hymn "Abide With Me," was incumbent in the last century. Brixham to-day is making plans to co-ordinate its harbour and holiday amenities. The Port has recovered from the slump in its fishing industry which it suffered in the years before the last war and has an up-to-date fishing fleet.

A GERMAN VISITOR IN THE VATICAN: The Pope gesticulates as he talks to Dr. Konrad Adenauer, the West German Chancellor. The meeting took place in the Vatican on Friday of last week. The West German Foreign Minister was present and took part in the private talks between Dr. Adenauer and the Pope. The visit to the Vatican came before the West German Chancellor began his official visit to Rome for talks with the Italian Prime Minister, Signor Segni, and the Italian Foreign Minister, Signor Pella.

DR. ADENAUER AND THE POPE

The West German Chancellor's Visit to the Vatican

There was surprise on two counts after Pope John XXIII received the West German Chancellor, Dr. Adenauer, at the beginning of the latter's Italian visit. The German leader, his Foreign Minister, Herr von Brentano, and other officials were received with all the pomp and ceremony that is usual in the visits of foreign statesmen to the Vatican. Before the official exchange of speeches there was a talk between the Pope and Dr. Adenauer and Herr von Brentano lasting about thirty-five minutes. No details of the subject matter of this private discussion were made available.

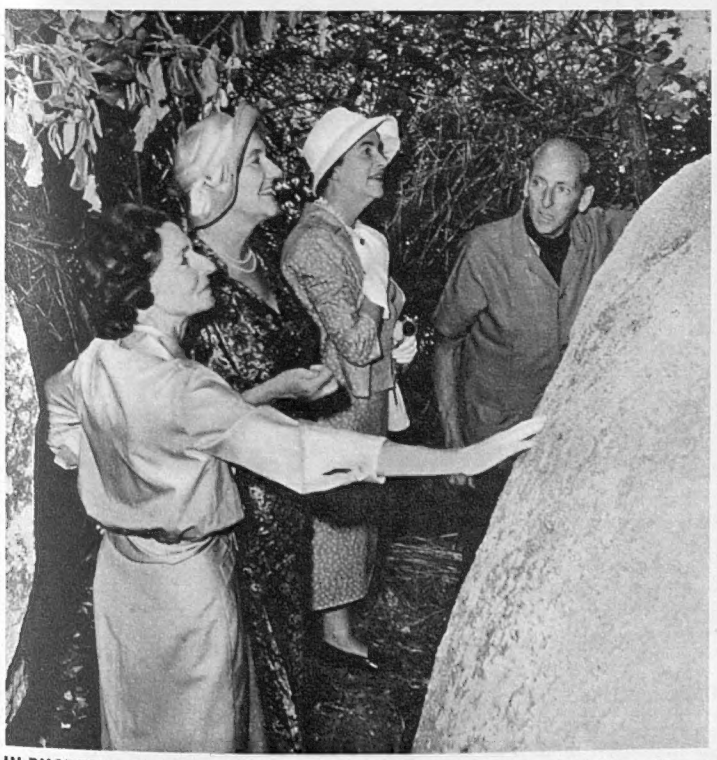
The Pope's speech at the end of the meeting was reported to be friendly and complimentary, but brief and entirely devoid of political content, which was one of the things causing surprise. Pope John wished the German people a happier future through "collaboration and goodwill." Dr. Adenauer, in his reply, said: "I think that God has given the German people a special task in these stormy times—to be a guardian to the West against those powerful influences which are brought to bear on us from the East." It was reported that a high Vatican official afterwards admitted that the remark was considered "surprising," as visiting statesmen normally confine their answers to Papal addresses to a few words of thanks. Recent speeches by Roman Church leaders have attacked any compromise with Russian Communism. Dr. Adenauer's talks with the Italian Government dealt with the question of Berlin.

MR. MACMILLAN IN RHODESIA

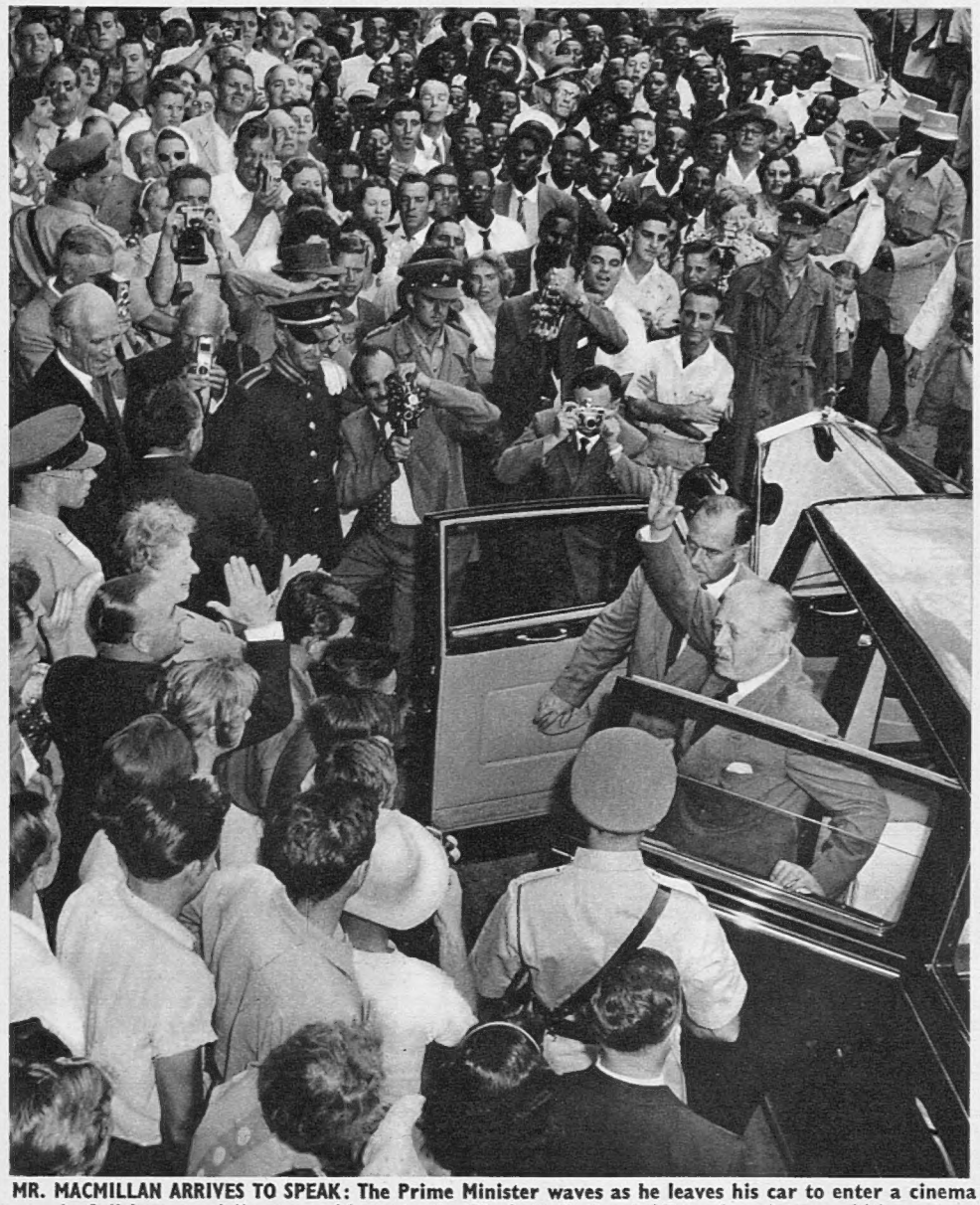
A Statement on the Future of the Federation During a Busy Period of Engagements

GREETED IN SALISBURY: Mr. Macmillan shakes hands with Sir Roy Welensky, the Prime Minister of the Federation of Rhodesia and Nyasaland, upon his arrival at Salisbury Airport during his tour of Africa.

ONE OF MR. MACMILLAN'S ENGAGEMENTS: During his visit to the University College of Rhodesia and Nyasaland, he talks to Lord Malvern, former Prime Minister of the Federation. In the centre is Mrs. S. Pechey.



IN RHODESIA: From left are Mrs. R. M. Atkinson, Lady Dorothy Macmillan, the Countess of Dalhousie (wife of the Governor-General), and Mr. Atkinson. Lady Dorothy is looking at rock paintings done by African bushmen during her visit to Mr. and Mrs. Atkinson's farm.



MR. MACMILLAN ARRIVES TO SPEAK: The Prime Minister waves as he leaves his car to enter a cinema in Salisbury to deliver an address to the Rhodesia National Affairs Association. Africans boycotted the meeting because the cinema in which it was held was normally open to Europeans only.

Perhaps the highest hurdle which Mr. Macmillan had to clear during his tour of the Federation of Rhodesia and Nyasaland came during a meeting of the Rhodesia National Affairs Association in a cinema in Salisbury. This was on his first full day in the Federation, and Sir Roy Welensky took his opportunity to ask two pointed questions. What was the British Government's attitude to the Monckton Commission and could Mr. Macmillan refer to the remarks he had made in Lagos? Mr. Macmillan in reply said that he would like to make it plain that the function of the Commission was not to destroy the Federation, but to advise how it could best go forward.

He then turned to the remarks which he had made in Lagos. The pith of these was: "We will not remove the protection of the British Government from either of the Northern Territories—Northern Rhodesia or Nyasaland—until it is clear that the expressed wish of these peoples is to enter into a full and independent federation . . ." Mr. Macmillan said that he feared that he had been misrepresented in the interpretations which had been given to these remarks. He then said, quoting a speech which he had made in the House of Commons last year: "When all units are in a position to agree and are agreed that British protection is no longer needed, then—and only then—can the whole Federation go forward to full independence and full Commonwealth membership."

Mr. Macmillan went on to reassure the 1,000 members of his audience that he had not come to preside over the disintegration of the Federation. He had come with an open mind. The speech was called "a masterpiece of non-commitment," and most of the journalists accompanying Mr. Macmillan agreed that he had cleared the hurdle in an extremely skilful manner.

During his stay in Salisbury, Mr. Macmillan had several talks with Sir Roy Welensky in private. On his visit to Lusaka, in Northern Rhodesia, he saw members of the two African Nationalist organisations and also political leaders.

On left—

IN NIGERIA: During his two-day stay in the Northern Region, Mr. Macmillan shakes hands with a Minister of State, Alhaji Kabir. Extreme right is the Sardauna of Sokoto, the Premier of the Region. From Nigeria, Mr. Macmillan flew to Salisbury, in Rhodesia.

CLEARING A SNOW-BLOCKED ROAD IN ANGUS: With a snowplough waiting in the background, a squad of men with shovels help to clear a heavy snowdrift on the main road outside Forfar. Angus was one of the counties of north-east Scotland affected last week by one of the worst blizzards ever known in the area. As the roads became blocked with drifts up to 10 and 15 ft. deep, traffic was disrupted and towns and villages were isolated. At one time the A.A. reported that thirty-five roads were blocked and many others were open for single-line traffic only. Trains were also marooned. Several deaths were reported from the area, one of the victims being a fourteen-year-old girl who was found in 4 ft. of snow near Inverurie, Aberdeenshire. Towards the end of last week the temperature rose and a thaw was accompanied by considerable rain. Rivers were in flood and several roads were under water. There was also flooding in England.

SNOW-BOUND IN SCOTLAND

Aspects of the Severe Blizzard in the North-East

ON THE KINTORE ROAD, IN ABERDEENSHIRE: A number of vehicles have been abandoned on the snow-blocked road. During the blizzard the R.A.C. reported "absolute chaos on all the roads." Snowploughs had to give up trying to open roads because of "the grim conditions."

TRAPPED BY THE WINDSWEPT SNOW: *Left*—A diesel train, bound for Aberdeen from Fraserburgh, is marooned at Newmacher. *Right*—Men are at work clearing the snow in front of the trapped train. The snow had piled up and almost covered one side. The train, which had left Fraserburgh at 9.17 a.m., became stranded after halting at signals outside Newmacher. A relief train left Aberdeen sometime later but could not reach Newmacher Station. Men, carrying hot tea and sandwiches, were sent through the deep snow and reached the marooned train shortly before midnight, but the passengers had to wait until the following morning before they could join the relief train.

THE NEWS IN PICTURES

ARCHBISHOP MAKARIOS AT A LONDON CHURCH: The President-elect of Cyprus is seated on the throne in the Greek Orthodox church in Camden Town. He attended morning service there last Sunday and gave the sermon. A congregation estimated to number nearly 3,000 packed the building to hear him. The talks on the future of Cyprus and the British military bases on the island were continuing in London early this week.

On right—

ERUPTION ON HAWAII: Cameramen kneel to take their pictures a few feet from a stream of molten lava coming down from Mount Kilauea on the island in the Pacific. The lava advanced at the rate of 4 ins. an hour for several days. Bulldozers were used to build dykes of stones and earth to divert the stream and prevent it reaching the village of Kapoho.

SOUTH AFRICA'S WORST MINING DISASTER: Rescue parties work on the ventilation shaft at Clydesdale colliery, near Coalbrook, Orange Free State. Some 600 ft. below ground over 400 Africans and six Europeans had been trapped by a huge fall of rock. Rescuers in respirators went down to try and reach them but were turned back by poisonous gases and further rock falls. The restarting of a ventilation fan enabled fresh efforts to be made underground and a 5-ton high-speed drill was brought to the surface from Transvaal. It was hoped that this apparatus would bore a hole so that air could reach any survivors and food, water and a two-way loudspeaker could be sent down to them. But soon after operations began, work with the drill was stopped by a severe storm. Last Sunday it was reported little hope of rescue remained. Thousands of relatives of the entombed men gathered round the mineshaft and were led in prayer by Salvation Army workers.

TENSION BETWEEN THE UNITED STATES AND CUBA: Mr. Herter (seated) talks with Senator Fulbright, Chairman of the Senate Foreign Relations Committee, in Washington. The U.S. Secretary of State had just told the Committee that he was "very worried" about the situation in Cuba and that Mr. Bonsal, the U.S. Ambassador to Cuba, was being recalled to Washington. When Mr. Bonsal arrived in the United States capital it was reported that he was remaining there indefinitely. One of the United States' main complaints against Cuba has been the increasingly fierce attacks against Washington in the Cuban Press. Mr. Bonsal has been denied access to Dr. Castro, the Prime Minister, to protest against these attacks and U.S. notes have been ignored.

AN UNSCHEDULED PROGRAMME BREAK ON HAVANA TELEVISION: Senor Pablo de Lojendio, Spanish Ambassador to Cuba (second from left), angrily interrupts Dr. Castro in front of the cameras in a television studio in the Cuban capital. The Cuban Premier was making a speech when the Ambassador walked in and declared that he had been slandered by Dr. Castro's allegations that the Spanish Embassy was linked with certain counter-revolutionary activities in Cuba. There was an angry exchange of words before the programme was blacked out for a few minutes. When it started again it was announced that Senor de Lojendio had left the building. Soon afterwards it was officially stated that the Ambassador had been expelled from the country for having acted "in an insolent manner." The incident in the TV studio is believed to be unique in diplomatic history.

THE NEWS IN PICTURES

A RUSSIAN STATE VISIT TO INDIA: At a banquet in the Presidential Palace in New Delhi, President Voroshilov of the U.S.S.R. (left) poses with a group of dancers who had given a performance in his honour. In the centre is Mr. Kozlov, Russian Deputy Chairman of the Council of Ministers, and on his left Mr. Nehru, the Indian Prime Minister. The Russian President arrived in New Delhi on Thursday of last week to begin a sixteen-day State visit to India. In his party, in addition to Mr. Kozlov, is Madame Furtseva, a Deputy of the Presidium. A crowd estimated at 250,000 turned out to greet the Russians at the airport and along the route into the city. President Voroshilov is being shown community development centres, industria land agricultura projects and places of historic interest.

THE ELECTION IN KERALA: The poster on a street corner in Trivandrum, the capital of the southern Indian State, is propaganda put out by the Anti-Communist Alliance. The scene purports to be the shooting by Communist police of a mother of five children, who was expecting her sixth. The object of the poster is to win votes for the Anti-Communists by reminding the electorate of the alleged repressions and disorders endured under the State's Communist Government. Last summer feeling between the Communists forming the elected Government and the anti-Communist opposition culminated in bloodshed and violence. The Central Government invoked its constitutional powers to suspend the State Government and put Kerala under President's Rule until fresh elections could be held. Polling is due next week.

A LIFE SENTENCE FOR AN EX-S.S. OVERSEER: At a German court in Munich, Richard Bugdalle, a wartime overseer at Sachsenhausen concentration camp, is escorted back to his cell. He was sentenced to life imprisonment for his part in the murder of fourteen inmates at the camp and was acquitted of numerous other murders for lack of evidence. (There is no death sentence in West Germany.) Much of the evidence heard in the court demonstrated the extreme cruelty which was used by Bugdalle. The Court found that he had murdered from two causes—blind obedience to Nazi slogans and his own brutal disposition.

THE CONFERENCE OF THE BRITISH SECTION OF THE WORLD JEWISH CONGRESS: Mr. J. Halevy, chairman of the British section, speaks at the opening of the Conference in London. According to Dr. M. L. Perlzweig, the U.N. representative of the Congress, there had been nearly 1,000 anti-Jewish incidents in 243 cities and towns in thirty-four countries. He said they had occurred in every Western European country except Luxembourg, in all British Dominions, in South America, but not in any Arab or Muslim country, except Lebanon. He stated that one conclusion was that "anti-Semitism is a disease of Christian democracy."

THE 1960 MONTE CARLO RALLY: This year's winners, Walter Schock and Rolf Moll, in a Mercedes, take a bend on the mountain circuit which forms the Rally's final test. German Mercedes cars took the first three places and the fifth to gain an overwhelming victory in the event. In fourth place was a Sunbeam Rapier driven by Peter Harper and Raymond Baxter, of Great Britain, and in sixth place was a British Ford driven by Mike Sutcliffe and George Crabtree. The Ladies' Cup was won by Pat Moss and Ann Wisdom, of the U.K., in an Austin A.40, which came seventeenth in the general classification. Second was Mrs. Anne Hall in a British Ford. In second place to Mercedes, in the Charles Faroux Cup for teams of three cars, were D.K.W. and in third place, Ford.

A SAFETY BARRIER FOR JET AIRCRAFT: An R.A.F. Javelin approaches the mesh of nylon rope, at West Malling, near Maidstone, in Kent. All R.A.F. fighter and training stations flying jet aircraft are to be equipped with the safety barriers at the ends of runways to prevent overshooting. Several airfields have the equipment and it is estimated that half the original outlay of about £800,000 has been saved already. Designed and built in Sweden, the safety barrier can be used with jet aircraft up to the size of the Canberra, which it can bring to a halt from speeds of up to 85 m.p.h. Hunters and other light jets can be stopped at up to 110 m.p.h.

THE NEWS IN PICTURES

THE EXTENSIVE DAMAGE OF A PACIFIC CYCLONE: On one of the islands of the New Hebrides, a substantial 10-ft.-high sea wall, constructed of coral and concrete, has been turned into rubble by the cyclone. *Right*—Many of the houses and bungalows of Port Vila have lost their roofs. Anchored out in the bay is the French frigate *La Confiance*. Men from the ship came ashore to help in clearing up the wreckage after the frigate had ridden out the storm. It was reported that although the damage caused by the cyclone was extensive, few people were injured. According to local opinion it was reputed to have been the worst cyclone ever to have struck that part of the Pacific.

DEMONSTRATIONS AGAINST THE POTATO MARKETING BOARD: Farmers and students, carrying banners and placards, hold a protest march outside the headquarters of the Board in Knightsbridge, London. According to a spokesman, they were demonstrating against "the so-called disciplinary courts" of the Board, which they claimed were illegal. In the afternoon of the same day last week, a farmer appeared before the disciplinary committee over an alleged failure to make acreage returns. He was fined £30 and was also ordered to pay £25 towards the loss of contribution.

TEN-PIN BOWLING IN BRITAIN: *Left*—**Sir John Hunt bowls a "golden ball" to open officially the new Ten-Pin Bowling Lanes centre at Stamford Hill, in London.** *Right*—**Visitors try their hand at the modern American version of skittles in the new centre. The building used to be a cinema. Each 25-minute game costs 3s.; the balls weigh 16 lb. and are made of composition rubber and are rolled down maple and pine alleys. There are automatic pin-setters. Some 26,000,000 Americans play it every week.**

MANY LIVES LOST IN TWO AIR CRASHES: In a marshy ravine near Holdcroft, Virginia, the wreckage of the tail and wing of a Capital Airlines Viscount lies among the trees. All fifty occupants were killed. On the same day a Caravelle jet airliner of Scandinavian Airlines System crashed just before landing at Ankara airport, in Turkey. It was reported that all forty-two on board died. The two accidents made it the worst day for civil aviation since a K.L.M. airliner was lost in the Atlantic after leaving Shannon at the cost of ninety-nine lives in October of 1958. At the time of the Viscount crash there was thick fog over much of Eastern Virginia.

THE DEVASTATION OF FIRE: Firemen inspect the interior of the Rivoli, the second largest cinema in Worthing, after it was gutted by fire last week. Seventy men fought the flames and two of them were injured, but as the fire occurred in the early morning there was nobody in the auditorium. Seating nearly 1,700 people, the Rivoli is one of two privately-owned cinemas in Worthing. Last year, fires caused about £40,000,000 worth of damage.

THE NEWS IN PICTURES

NEW ACCORD BETWEEN THE UNITED STATES AND JAPAN: President Eisenhower gestures to Mr. Kishi, the Prime Minister of Japan, as they talk in the White House, in Washington. They had conversations before the signing of the new U.S.-Japanese Security Treaty in the American capital last week. The pact replaces others made between Washington and Tokyo since the last war. One of the clauses provides that the United States will regard an attack on Japan as an attack on itself. Another agrees to the basing of American nuclear weapons on Japanese territory, but they can only be used after consultations between the U.S. and Japan. The signature of the pact was the occasion for hostile demonstrations in Japan.

THE PRESIDENT OF LIBERIA BEGINS A NEW TERM OF OFFICE: The Hon. William Tubman (left) acknowledges applause at a reception in his honour in Monrovia on the day of his inauguration as President of Liberia for a further term of office. President Tubman was first elected in 1943. He was re-elected in 1951, 1955 and last year. During his inauguration for his fourth term he opened a new radio station for Liberia.

On right—

THE FIRST "UNTOUCHABLE" TO BE CHIEF MINISTER OF AN INDIAN STATE: Damodaram Sanjivayya was elected recently by the Congress Party meeting in Hyderabad to become Chief Minister of the State of Andhra Pradesh. The word "untouchable" is not now used in India; it was employed to cover various communities of people who were engaged in menial tasks. Gandhi declared that the low castes should be called Harigen (Children of God).

AN ANGLO-SPANISH AGREEMENT ON THE PEACEFUL USE OF ATOMIC ENERGY: At the Foreign Ministry in Madrid, Sir Ivo Mallet (left), the British Ambassador to Spain, and Señor Castiella, the Spanish Foreign Minister, sign an agreement for co-operation on the peaceful uses of atomic energy. This is on the same lines as the agreements for such co-operation signed by Britain with Italy in 1957 and Japan in 1958. It makes possible the exchange of unclassified information, and designs, and assistance by the U.K. Atomic Energy Authority to the Spanish authorities in obtaining research and power reactors and fuel from the U.K.

THE OPENING OF PARLIAMENT IN OTTAWA: The Governor-General, Major-General Vanier, reads the speech from the throne to open the third session of the twenty-fourth Canadian Parliament. To his left sits his wife, Madame Vanier, and on his right, Mr. John Diefenbaker, Prime Minister of Canada. The ceremony took place on January 14. In the speech from the throne, it was stated that the Canadian Government wanted as much controlled disarmament as possible. A programme of scholarships and fellowships to be exchanged within the Commonwealth was another matter dealt with.

A ROYAL VISIT IN PERSIA: The Shah of Persia and Queen Farah listen to a doctor explaining a point about eye diseases in the Farabi Hospital in Teheran. It was the first time that the Royal couple had appeared in public on an official engagement since their return from the Caspian Sea, where they spent their honeymoon. During the hospital visit the Shah was asked to become the supreme head of the Persian Institute of Eye Surgeons. During recent weeks the Government in Teheran has had an additional anxiety to its long-standing fears of Russia on the northern border. In the south, Iraq has started a dispute over the waters of the Shatt al Arab.

World Affairs

FROM 1960 TO 1900—A LONG LOOK BACK

By JOHN CONNELL

IT is tempting to try to see a logical and continuous pattern in British foreign policy across the past sixty years; but I think the temptation must be resisted. Far too much has happened. There have been too many and too revolutionary changes in our country's situation in the world. If Britain (in parenthesis, one small example of these changes is that, sixty years ago, our statesmen and diplomatists and those of other nations habitually referred to this country as England) were to attempt to adopt nowadays some of the policies and principles which seemed characteristic and unchallengeable in 1900, the consequences would certainly be ludicrous; they might possibly be tragic. This is the accusation levelled against the Suez operation by its more intelligent critics. I, who disagree with them on quite other grounds, see the force of this argument.

The fundamental facts about the difference between 1900 and 1960 are simple and easy to grasp. Then, according to the standards by which world power was judged, we seemed very big and strong; now we are, in spite of our internal prosperity and economic buoyancy, small and weak. In 1900, though very few were aware of it, the first small tremors of the earthquake which was to overwhelm us were audible.

It would have been extremely difficult to detect in the decorous and very dull meetings of the Indian National Congress the beginnings of that upsurge of nationalism which was to destroy the British Empire; but in Russia, China, the United States and Germany, there were forces in existence, in whose workings the far-sighted might have descried some of the incipient changes to British world hegemony. One man capable of peering beyond the horizon was Alfred Milner, but he in 1900 was embroiled in the complex miseries of South Africa.

I have no doubt that the era of British world hegemony was one of the most benign through which the world has ever passed. But in 1900 the decline in British power had already set in. The long lead which our early start in the Industrial Revolution had won us in the engineering and technological fields was dwindling; we had close and eager competitors pacing behind and almost alongside us. We had emerged as a challenger for world power in the eighteenth century.

Dominance was ours at the end of the Napoleonic wars; we consolidated it during the nineteenth century, and had grown so accustomed to it that it seemed of the order of nature. When a poet-prophet like Rudyard Kipling uttered the most solemn warning of which he was capable, a fine, rousing tune was devised for it, and we were able, by some quirk in our character, to turn it into a patriotic hymn. But the realities of our situation could not be completely ignored; within a few years we were to revert to our traditional policy of seeking, in our own interest, to preserve a balance of power in Europe.

In 1907 Sir Eyre Crowe, the Permanent Under-Secretary for Foreign Affairs, formulated this policy, in strictly contemporary terms, in an historic memorandum. Its lucid and elegantly-phrased conclusion is still eminently quotable:

"It has become almost an historical truism to identify England's secular policy with the maintenance of this balance by throwing her weight now in this scale and now in that, but ever on the side opposed to the political dictatorship of the strongest single State or group at a given time.

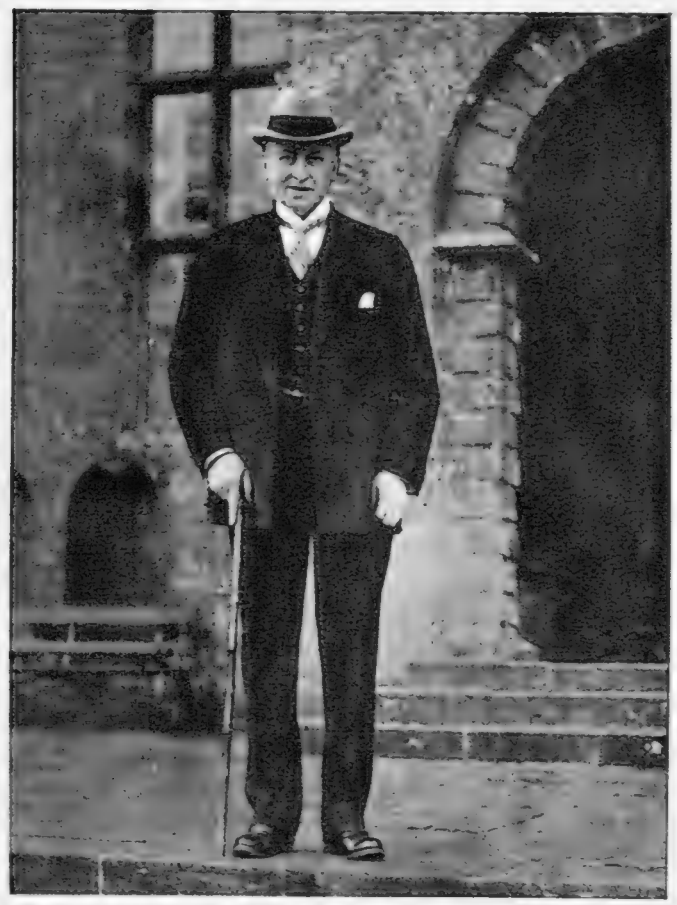
"If this view of British policy is correct, the opposition into which England must inevitably be driven to any country aspiring to such a dictatorship assumes almost the form of a law of nature, as has indeed been theoretically demonstrated and illustrated historically, by an eminent writer on English national policy."

England threw her weight in the scale on the side of France and against Germany. This was a policy which was intended to prevent war, but war came—only seven years after Sir Eyre Crowe had circulated his memorandum. We who live in the shadow of the Second World War, and tend to be obsessed with the dread of a third, are apt to be vague and foggy in our realisation of the cataclysmic effect of the First, on Europe, on our country and Empire, and on the world in general. The survivors of the pre-1914 era, although their reasons for saying so tend to be subjective and emotional, are right when they say that the world has never been the same again.

The inefficiency, stupidity and brutality with which most of the 1914-18 campaigns were conducted; the material havoc which the war wreaked; the appalling drain on the young manhood of all the combatant nations; all these had far-reaching social and moral consequences, which tended to dwarf the war's immediate political effects. In the long term, we can now recognise, the most important was the ultimate emergence of the United States and Russia as two immensely strong, rival World Powers, which de Tocqueville had predicted with uncanny accuracy a century earlier. At the time and for some years afterwards it was widely accepted as an article of faith that the chief fruit of victory was the realisation that war was so hideous that no civilised, democratic nation would ever resort to it again. This was believed not only by the vulgar but by the well-instructed and those in positions of great power.

On a November afternoon in 1918 George Nathaniel Curzon, outwardly so marmoreal and majestically composed, inwardly so tensely emotional, stood up in the House of Lords and declared:

> The world's great age begins anew,
> The golden years return,
> The earth doth like a snake renew
> Her winter weeds outworn;
> Heaven smiles, and faiths and empires gleam,
> Like wrecks of a dissolving dream.



TWO FOREIGN SECRETARIES OF THE 1920s: *Left*—Austen Chamberlain and his wife leave Victoria for the momentous conference at Locarno in October 1925. The picture was in *The Sphere* for October 10, 1925. *Right*—The picture of Lord Curzon appeared on May 26, 1923, a few days after his great disappointment at not becoming Prime Minister.

This hope—it is pitifully easy to mock it now, but unwise and uncharitable—was the justification, to men of conscience and goodwill, of the slaughter they had witnessed and of which they felt themselves to be in some sense accomplices. Only if we recognise the importance of this psychological fact, this trauma, can we begin to comprehend the profound pacificism which dominated British foreign policy between the two wars.

British world hegemony had vanished by the end of 1918; but British politicians and diplomatists went on behaving as if they thought it had not; and for a long time they continued to exert a mild, and as they believed a beneficent, moral authority in world affairs for which they had no adequate material backing.

The optimism of the 1920s found its climax in the Treaty of Locarno, which was signed close on thirty-five years ago, in October 1925. On the British side the architect of Locarno was Austen Chamberlain; and it is ironic to reflect that, throughout the negotiations leading up to the formal signing of the Treaty, he was on terms of close personal friendship and political co-operation with Benito Mussolini.

I myself wrote a couple of years ago (and I see no reason now to change my opinion): "Across half a lifetime it is easy to deride the illusory and transient quality of the idealism which animated the whole episode. Its immediate practical results, however, were not negligible. It secured Europe nearly five years of peace—admittedly uneasy and imperfect peace—and it lifted men's hearts with a hope which was far from ignoble and showed them that the methods and manners of the old diplomacy, adapted to a new age, were not just a squalid, outworn racket."

Locarno was probably the outstanding achievement of British diplomacy in the interwar years. It fell to Neville Chamberlain, whose detestation of war was as vehement as his half-brother's but whose knowledge of world affairs was sadly imperfect, to plunge into a diplomatic abyss of folly and humiliation, in his earnest pursuit of peace.

Munich is the watershed in the political life of my generation. It profoundly affected, and it will go on affecting, so long as we are in public affairs, the thinking of us all. I have been impressed, in those parts of Sir Anthony Eden's Memoirs that I have read in recent weeks, by the strength of the impact of Munich on his ideas and policies.

Since the end of World War II British foreign policy has been a series of adjustments, all of them laborious, many painful and some not a little humiliating, to a radically changed international situation, and to our own swift and steep decline from world power. It is, I think, only lately that we have begun to accustom ourselves to the idea that this is an absolute decline, and it is not merely a matter of our being relatively weak alongside the United States and the Soviet Union.

This "rethinking," on this scale, is inevitably a good deal more painful for people like myself, steeped in a Conservative tradition and outlook, than for men on the Left to whom it has a trick of appearing almost natural and welcome. The causes of this difference are partly historical and partly temperamental. I regret—but I have ceased to feel any nostalgic longing for—our country's lost greatness. Although we are manifestly very prosperous in our domestic affairs, I do not think that the external face which we present to the world nowadays is very pleasant, very courageous, very straightforward or very honourable.

By confusion and irresolution we threw away the leadership of Western Europe which, in the years just after the war, was ours for the asking. We muddled along from disaster to disaster in the Middle East; we have clung far too long to the utterly outmoded idea that the possession of overseas "bases" is an asset and not a liability; and we have shown an almost nauseating eagerness, when one regime in a former dependency is overthrown, to get on chummy terms with its successor. We have scurried too often from expedient to expedient; our physical weakness has been paralleled by a moral obtuseness which I, for one, cannot find it in me to condone.

WINTER SPORTS IN SCOTLAND: The snow-covered slopes of Glas Maol, in the Grampians, are dotted with skiers. In the centre a line of enthusiasts are queueing to use the ski-lift to take them to the top of the 3,502-ft.-high mountain. *Right*—A group of skiers wait their turn to ascend Glas Maol. The ski-lift is able to handle 250 people in an hour.

ON SCOTTISH SKI SLOPES

Winter Sports in the Grampian Mountains

Every year more people take part in winter sports in Scotland. The best centres are in the Cairngorms and in the Grampians, where there is always ski-ing for beginners in February, March and April. From January right through to June experienced skiers can find slopes offering exhilarating runs. Local hotels cater for those wanting this sort of winter holiday. Many of them employ ski-ing coaches from Norway, Switzerland and Austria to teach beginners and give advanced instruction to the more experienced. Glas Maol, a 3,502-ft.-high mountain in the Grampian range, on the borders of Angus and Perthshire, has now a ski-lift, erected by the Angus Ski Club. Recently more than 400 enthusiasts were on the slopes, which overlook the Cairnwell Pass and the Devil's Elbow.

CARRIED UP THE MOUNTAIN: A skier is towed up the slopes of Glas Maol by the ski-lift. Ski-ing in Scotland is becoming more popular every year.

ON THE UPPER SLOPES OF GLAS MAOL: The winter sports enthusiasts carry their skis to the top of the mountain. Stretching into the background are the Grampian Mountains and below is the road running through the Cairnwell Pass, which is the highest pass on a main road in Great Britain. Not far away is the famous Devil's Elbow.

SIXTY YEARS OF NEWS

A Special Section Containing Some Notable Drawings and Pictures from Issues of "The Sphere" Since 1900

THE first issue of *The Sphere* appeared on January 27, 1900. The cover design was by Linley Sambourne, a leading *Punch* artist with a well-established reputation. It showed a globe held up by two female figures, representing respectively East and West.

The symbolism was explained in the editorial pages setting out policy. "The centre of *The Sphere* will be London but its surface will hold pictures and thoughts from all lands." Neutrality would be observed on matters of political and religious controversy. The paper would deal with actualities, showing "things as they are and not as they might be." There was one important proviso for the paper: "Its watchword will be loyalty to the Queen and Empire, its note a profound sense of the infinite power for good of Great and Greater Britain, and a deep reverence for the noble Sovereign who, for more than sixty years, has ruled with so much dignity and charm over a world-wide realm." On an early page the Queen herself had her portrait, surrounded by members of the German Imperial Family. January 27, 1900, was Kaiser Wilhelm II's forty-first birthday.

The founder and first editor of *The Sphere* was Clement Shorter. Throughout its sixty years the paper has had only two editors, the present editor having succeeded on Shorter's retirement in September 1926. The founder was a noted literary critic in his own day. Among his many claims to fame was his work in bringing the genius of the Brontë sisters to public attention as well as his great interest in the works of George Borrow.

Shorter gathered a distinguished team of contributors. In the first issue E. W. Hornung contributed a short story which was illustrated by Maurice Greiffenhagen, and Bernard Partridge drew a scene from the current Haymarket production of *She Stoops to Conquer*. Artists for the early issues included Phil May, Hugh Thomson, Joseph Pennell and Cecil Aldin. Among the writers were Jerome K. Jerome, George Gissing, A. E. W. Mason, Hall Caine, Ouida, Marie Corelli and Mrs. Humphry Ward.

The second issue announced that *The Sphere's* success had "surpassed the wildest expectations of its promoters." Thomas Hardy wrote: "The title, *The Sphere*, is a very happy one." (In fact, Shorter had taken it from the lines placed at the head of Emerson's "Essay on History.") Hardy continued: "There is no suggestion of crudeness in the contents as might have been expected in a first number, and it seems to have struck into the pace on its sudden start as if it had been going for years." Another compliment was paid by the great C. P. Scott of the *Manchester Guardian*: "Your first number seems to me an admirable one, and the paper, if kept at this level, should take its place in the front rank of illustrated journalism." Among others who sent letters of congratulation to Shorter were Swinburne and Meredith.

The price of the paper was 6d. The entire first edition of 100,000 copies was sold out before publication and a second edition was produced at the price of 1s.

At the start of 1900 the Boer War dominated the news in the British Press. *The Sphere* announced in its first issue that it would give a pictorial record of the war. "It recognises the paramount importance to the British Empire of the great struggle in South Africa and it has six representatives with our army. Many of its pages will necessarily be given to the reproduction of their work." In those days war artists sent their sketches to London, where they were redrawn for reproduction. An illustration of the Queen's Royal West Surrey Regiment attacking at Colenso was sent by "Our Artist, Mr. Ernest Prater, at the Tugela," and redrawn by J. Finnemore, R.I., for the second issue. Other sketches were sent by W. B. Wollen, R.I.

A few weeks later, on March 3, 1900, there was an illustrated article which might now be regarded as having some slight bearing on future history. Entitled "What the Churchills are doing for Queen and Country," it reported on the wartime service and activities of numerous members of the family. Two pictures were included of W. S. Churchill, who had just escaped from the Boers, and readers were informed: "He has not merely bravery. He has brains too." In the ensuing sixty years *The Sphere* index has contained an abundance of entries regarding this brave and brainy young man.

Off to a brilliant start, *The Sphere* soon began to build solid success and more famous names were added to the list of contributors. In 1905 Shorter obtained the exclusive services of the artist Fortunino Matania, who, happily, is still alive to-day. Discussing the black-and-white artists who worked for newspapers, the editor wrote in the early '20's:

"To me there is only one man to-day who really excels at this kind of work. He is an Italian from Naples, Fortunino Matania, and it was my good fortune to secure his loyal services very early in the history of *The Sphere*. Whereas older artists required two or three days for the production of a double page which was at all convincing or impressive as a view of things seen, Signor Matania is able to present his efforts after but a few hours, and to me his pictures are always attractive."

THE SPHERE

AN ILLUSTRATED NEWSPAPER FOR THE HOME

Vol. I. No. 1. London, January 27, 1900.

January 27, 1900—the Cover of the First Issue of "The Sphere": Price 6d.

Some of Matania's finest work was done during the First World War. Such was his eye for detail and his exceptional artistic memory that one finds it difficult to believe that he was not personally present at certain actions he depicted but had to rely upon information supplied later by participants. Examples of this are his "L" Battery, R.H.A., at Nery during the retreat from Mons and his drawing of John Travers Cornwell, the boy Naval hero V.C., standing by his gun in *Chester* at the Battle of Jutland.

Whenever he could, Matania did see for himself, and he made many visits to the Western Front, sometimes calmly sketching under fire in the fighting line. The result of one of these visits was "Good-bye, Old Man," the pathetic scene of a gunner taking farewell of his dying horse. Its contemporary appeal was tremendous and it is now regarded as one of the classic sketches of the century.

Another early *Sphere* artist was a Frenchman, Paul Thiriat. He had been contributing for some years before 1914. When the First World War began he was engaged to cover the French front with his sketch-book. To ensure that he had sufficient money for urgent expenses, a *Sphere* representative was sent to Paris with gold sovereigns in his belt, before cross-Channel communications were suspended.

From the inception of *The Sphere*, photographs were regarded as being as important as drawings. At the beginning of this century, largely due to the introduction of a German instantaneous camera, the first photographic news agencies started and *The Sphere* was one of their principal markets. The Sport and General Agency was already distributing agricultural pictures when George Bolak added a photographic news service to his original business as a wood engraver. His premises off Fleet Street were in Bolt Court, and he took on three or four young men who bicycled out wearing Norfolk jackets to get their pictures.

Bolak was a personal friend of Shorter, who encouraged and helped him. He himself captioned the pictures and had a boy to take them to the newspapers. In 1906 the boy engaged on this service was W. G. Davis, who later became one of Fleet Street's best-known photographers and who contributes to *The Sphere* to this day.

In the period between the two World Wars, 1926 was an important date for the paper. It was the year of the General Strike, and when all printing was stopped in Britain it seemed at first inevitable that the continuity of the weekly issues of *The Sphere* must be broken. But the then assistant editor suggested printing in Paris and obtained approval from the Managing Director for his plan. The operation may have been the first of its kind which depended for its success almost entirely upon air transport. Staff members were flown to the French capital. Relays of photographs arrived by air and completed copies were flown back to London for distribution.

Communications were not the only problem. Arriving at noon, the staff had to arrange all details of printing and reproduction to be completed by the following evening with French firms whose workmen understood no English. Two issues were printed in Paris. The first of May 8, 1926, was smaller in page size. The second, the following week, had the usual page area with a two-colour front cover by F. Matania. The next issue (May 22), printed as usual in London, had a brief comment in the "Newsletter," ending with "*The Sphere* has been published each week—our continuity has remained."

Although primarily an illustrated paper, *The Sphere* has always had a place for the printed word. In the first issue Shorter started "A Literary Letter," which was to become a noted feature. Later there was also "A London Newsletter." Until 1926, it consisted of a series of topical paragraphs from different contributors. At the end of that year it was taken over by John Gore under his pen-name of "The Old Stager." The strong individuality of style was immediately evident. "The Old Stager" is still one of the most eagerly-read weekly features, and Mr. Gore has firmly established his place in literature with several books, the most notable probably being his *Creevey's Life and Times* (1934) and the biography, *King George V* (1941).

The Sphere in its present form incorporates two other illustrated newspapers: *Black and White* (founded in 1891), which was absorbed by *The Sphere* in January 1912, and *The Graphic* (founded in 1869), which was incorporated in December 1932. Special issues of *The Sphere* have always been especially popular. Besides the annual Christmas Numbers there have been special issues to record all great Royal occasions since the death of Queen Victoria. Also there have not infrequently been special sections to note some important event or development at home, in the Commonwealth or elsewhere abroad.

From time to time *The Sphere* has introduced regular new features to meet contemporary needs. The section on Progress in Industry and Engineering, started in March 1957, is a recent example. As it marks its Diamond Jubilee, the paper looks back over six decades of vigorous life and forward to an even more vigorous future. In particular, readers will be provided with a well-illustrated coverage to keep them abreast of world affairs, other important news and technical and industrial developments.

Sixty Years of News

THREE MILLION WORDS

The Old Stager Recounts his Experiences of Writing the Newsletter Since 1926

WHEN in 1926, after writing some occasional jottings for *The Sphere*, I was invited by its newly-appointed Editor to contribute a Weekly Newsletter to that journal, my heart would have quailed even more than it did at the time, if I could have foreseen what lay ahead. For one thing, it was nervous work to succeed Mr. Clement Shorter, whose reputation was long established and very high. At that time I was engaged in writing weekly articles and reviews for the *Daily Telegraph*, *Evening Standard* and *Sunday Times*, and my *nom de plume*, "The Old Stager," was none of my seeking, but the Editor asked me to continue to use it. It had originated in the first article I ever ventured to send to the Press on the Canterbury Cricket Week and the "Old Stagers," and was so signed; having given favour, it brought me a number of commissions.

And so that *nom de plume* has covered me ever since. Then again, how much more my heart had quailed in 1926, if I could have foreseen that thirty-three years on I should have written almost without a break something like 3,000,000 words of Newsletter. Yet so it is. I do not suppose that even a Master of Literature—a Johnson or a Gibbon—could ever have buckled to the task of writing a dictionary or a history which would use up millions of words if he had measured up his book in terms of millions of words and not in terms of patient years of regular work, day after day, week after week, for years ahead. And, lastly, what deterrent fears must have assailed me if I could have foreseen that, having already lived in three reigns, I should be writing the Newsletter during three more reigns, four of them packed with troubles, revolutions and mortal dangers, at home and abroad, so continuous as to be unparalleled in English history. But Man marches blindfold to his destiny. I "had a stab at it" in July 1926, and am still stabbing at it at the time of writing.

That year 1926 was not an encouraging time for beginning a new venture and career. It was the year of the coal strike and the General Strike, and a pen and a police baton combined uneasily and nervously for the start. I do not recall how I skated over the thin ice of the Prayer-book controversy the following year, but must assume that my ankles had grown less wobbly then; and certainly in all these 1,650 weeks I was never gravelled for lack of matter, mostly critical or sensational, on which to comment. The King's illnesses, the economic crisis, constant changes of Government, the emergence of Labour in office, the National Government, the breaking-out of the Nazi menace in 1933, King George V's death. The new King and the Abdication, another new King and his Coronation, Munich and another world war.

No, I do not think a weekly journalist could ever for a single issue have been hard put to it for news on which to comment, what with post-war troubles and surprise elections, Royal marriages, births and deaths, atom bombs and luniks, crimes of violence, rockets and Cold War, another new reign and another Coronation. But I know that the work was really hard work in the '30's and early '40's, when the writing of long books demanded the day's best energies.

It was, I think, in the early '30's that I first became conscious that the "Newsletter" had interested readers. It was quite a comedy incident and it caused surprise to more than "The Old Stager." My wife had installed a cooking stove of a type then a novelty in England and manufactured abroad. Anonymously, and perhaps with rash enthusiasm I detailed some of its merits. The response was staggering. Inquiries rolled in day after day and the editorial staff was rushed off its feet. When the first wave died down, a second wave rolled in from readers "down under." I obtained a little insight into the power of the Press and a lesson on the importance of picking one's words with care. During the long years of war, I think the "Newsletter" grew more personal.

There was so much of grave matters which could not be mentioned, so much better left unsaid. I think at times then the "Newsletter" mirrored the life of an ordinary family under the stress of war in England, a chronicle of little domestic events, of wartime expedients to feed, educate and keep warm a family of young children. Readers in countries less closely engaged with the blitz were clearly interested in such details, and in those years I made many friends and some of them so remain. Indeed, I still receive at Christmas "wartime" parcels of good cheer from Australia, little deserved but greatly appreciated. I regularly exchange letters with readers old and new, and long since, with the older, under our own names direct.

I should shudder to turn back the pages and read again opinions, sentiments and prophecies I made in earlier decades. For years I kept the weekly files of the "Newsletter" until recently the records literally broke the shelf they sat on and the collection was removed in a large wheelbarrow to be burned. It was odd how fire-resistant were those sheaves of glossy paper, how reluctantly that record of thirty years' hard labour burned away. Somewhere, I suppose, a complete record exists, but I do not recommend it to the attention of historians, although the writings of graver publicists would probably contain as many contradictions, as many false prophecies.

Thirty years of such jottings even by a Solon would ensure that a search for grains of truth and wisdom would be made impossible by the bulk of chaff. Yet history is the story of men and women, ordinary men and women, and no one knew that better than Macaulay and Green. In those thirty years History has so dealt with the ordinary man that he does not know if he stands on his head or his heels. When he stands on his heels, he has his feet still planted in two worlds and hardly knows to which he belongs; when he stands on his head, he looks at the moon and the planets and takes them for street lamps. Such has been the revolution of thirty years which has played musical chairs with the "classes," made a majority much richer, a minority poorer, and probably none of us much wiser or more contented. For press-button recreations and gadgets have removed our God-sent ability to find contentment and a philosophy of life in and for ourselves.

When I started to write the "Newsletter," the committee of my club had just decided to put the club servants back into satin breeches and silk stockings! To-day, it just keeps its head above water with annual stunt dances, and the coffee-room has not seen a man in evening clothes since 1938. But what a mercy that *homo sapiens* can see no further into the future than could his primitive ancestors or, indeed, his grandfathers, who were still erecting palaces like Bryanston ten years before the First World War. I have enjoyed and valued this job for *The Sphere* and still enjoy and value it after thirty-three years, and marvel that it should remain to me still.

Such a task is easier if one accepts the frailty of human beings, their shortness of sight and of memory, while never underrating their courage and patience and inextinguishable hope for better things. Such beliefs help a little to outlaw the pomposity and preaching in which serious publicists tend to indulge. But that is not to say that I have ever abandoned the need to take the job seriously. The Edwardian crossing-sweeper did no less and took an infinity of trouble over his job.

Practice makes either job easier and quicker, but still, as of old, it is a matter of selection and rejection. What *is* trivial, what *is* important? If any reader can tell me that, I will promise a "Newsletter" fit for historians. Meanwhile, let us, scribe and readers, mingle laughter with solemnity or yawns and continue to traffic in grain and chaff, paste and diamonds, not very certain which categories will fetch big prices in History's sale-room. "One thing is certain if the rest is lies"—after thirty-three years my reluctant *nom de plume*, "The Old Stager," is a cap which fits me.

John Gore

1900—"THE QUEEN'S (ROYAL WEST SURREY REGIMENT) ADVANCING AT THE BATTLE OF COLENSO": The picture of an incident during one of the battles of the Boer War was drawn by J. Finnemore from a sketch by the special artist present at Colenso, Ernest Prater. This was a usual practice of the time. The original caption reads: "The central attack at the Battle of Colenso on January 15 was made by General Hildyard's Brigade, the Queen's leading. A critic declares that from the manner in which they advanced they might have been taking part in a field day at Aldershot." Nevertheless, the British forces suffered a severe reverse, losing 1,000 men and much prestige. As with some other pictures reproduced in this special supplement, the drawing formed a double-page spread when it was first used. This means that in some cases a line appears down the centre of the present reproductions.

Sixty Years of News

1904-1912 A CHANGING WORLD

1904—THE RUSSO-JAPANESE WAR: The Russian forces retreat before the Japanese after the battle on the Yalu River. The picture, reproduced over two pages, in the issue of July 9, 1904, was drawn by Paul Thiriat from a sketch by a Japanese artist. Fought on the river which now forms part of the border between China and North Korea, the battle was part of the Japanese offensive to capture Port Arthur, which had been given back to China, taken over by Russia, and protected by Japan.

1908—"THE MOST INTERESTING ADDITION TO THE CABINET": Winston Churchill, at the age of thirty-four, is chosen by Mr. Asquith to be the President of the Board of Trade in the new Cabinet. Part of the original caption reads: "He has written several books. It need scarcely be said that he is a descendant of the great Duke of Marlborough, whose appearance on the field of Blenheim (August 1704) is shown as the background of Mr. Haines's portrait. . . ." Winston Churchill remained at the Board of Trade for two years, and was responsible for the creation of labour exchanges. 1908 was a momentous year for the rising politician. His election to Cabinet rank then meant a by-election. In it he was defeated, but was invited the same day to stand for Dundee, which he won. The same year he married Miss Clementine Hozier.

On right—

1908—KING CARLOS OF PORTUGAL IS ASSASSINATED: The picture, drawn by Fortunino Matania, who went especially to Portugal, is titled "The Tragic First of February in Lisbon." Part of the caption reads: "The royal carriage had just entered the Ruo do Arsenal when the regicidal attack was made on it. The Queen is standing up in the carriage. . . . The position of the man with the carbine is shown . . . while on the right of the picture the Lisbon police and soldiers are securing the younger of the King's assailants."

On right—

1911—THE SOUTH POLE: Showing the Norwegian flag and some of the dogs, the picture was the first taken of the South Pole. It was a "direct photographic enlargement from Captain Amundsen's negative taken at the South Pole" which appeared in *The Sphere* on May 18, 1912. The Norwegian in the picture is identified as Lieut. Helmer Hansen.

1912—THE LOSS OF THE "TITANIC": Taken by Mr. J. W. Barker, a passenger on board the *Carpathia*, the picture shows one of the *Titanic's* lifeboats crammed with survivors. The liner sank in the early hours of April 15 after hitting an iceberg on her maiden voyage; more than 1,500 people were drowned. The *Carpathia*, reversing her course after hearing wireless signals, picked up about 700 survivors. The disaster and inquiry were headlines in *The Sphere* for many months.

Sixty Years of News

THROUGH SIX REIGNS

A Selection from Some of the Special Numbers of "The Sphere"

1901—THE DEATH OF QUEEN VICTORIA: Riding at the head of the funeral procession through London is King Edward VII. On the left is the German Emperor, Queen Victoria's grandson, and on the right is the Duke of Connaught, her son. Queen Victoria died in the early evening of January 22 at Osborne.

1910—THE FUNERAL OF KING EDWARD VII: The service was held in St. George's Chapel, at Windsor, on May 20. Drawn by F. Matania, the picture formed one of the illustrations for the special funeral number of *The Sphere* of May 28. Special numbers have been produced to mark all the most important state occasions of the last sixty years. Walking in the funeral procession were nine kings of Europe; at the head were the German Emperor, King George V and the Duke of Connaught. Four years later the two cousins, George V and Wilhelm II, found their two nations engaged in war. During the time when the body of Edward VII lay in state in Westminster Hall, over half a million people filed past the catafalque.

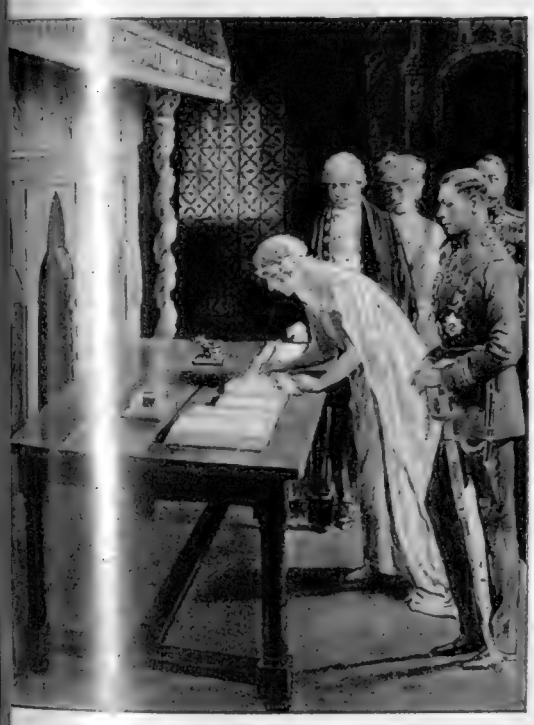
On right—

1901—THE WEDDING OF THE QUEEN OF HOLLAND: Queen Wilhelmina is photographed with her consort, Prince Henry of Mecklenburg-Schwerin. They were married at The Hague in February. Now Princess Wilhelmina, she abdicated in 1948 in favour of her daughter who succeeded to the throne as Queen Juliana. Prince Henry, who died in 1934, was a member of the only reigning family in Western Europe which was of Slavonic origin.

1911—THE CORONATION OF KING GEORGE V: On June 22, in Westminster Abbey, the King is crowned by the Archbishop of Canterbury, watched by Queen Mary. The etiquette of the day had prescribed twelve months of mourning after the death of Edward VII. The drawing is by Eduardo and Fortunino Matania.

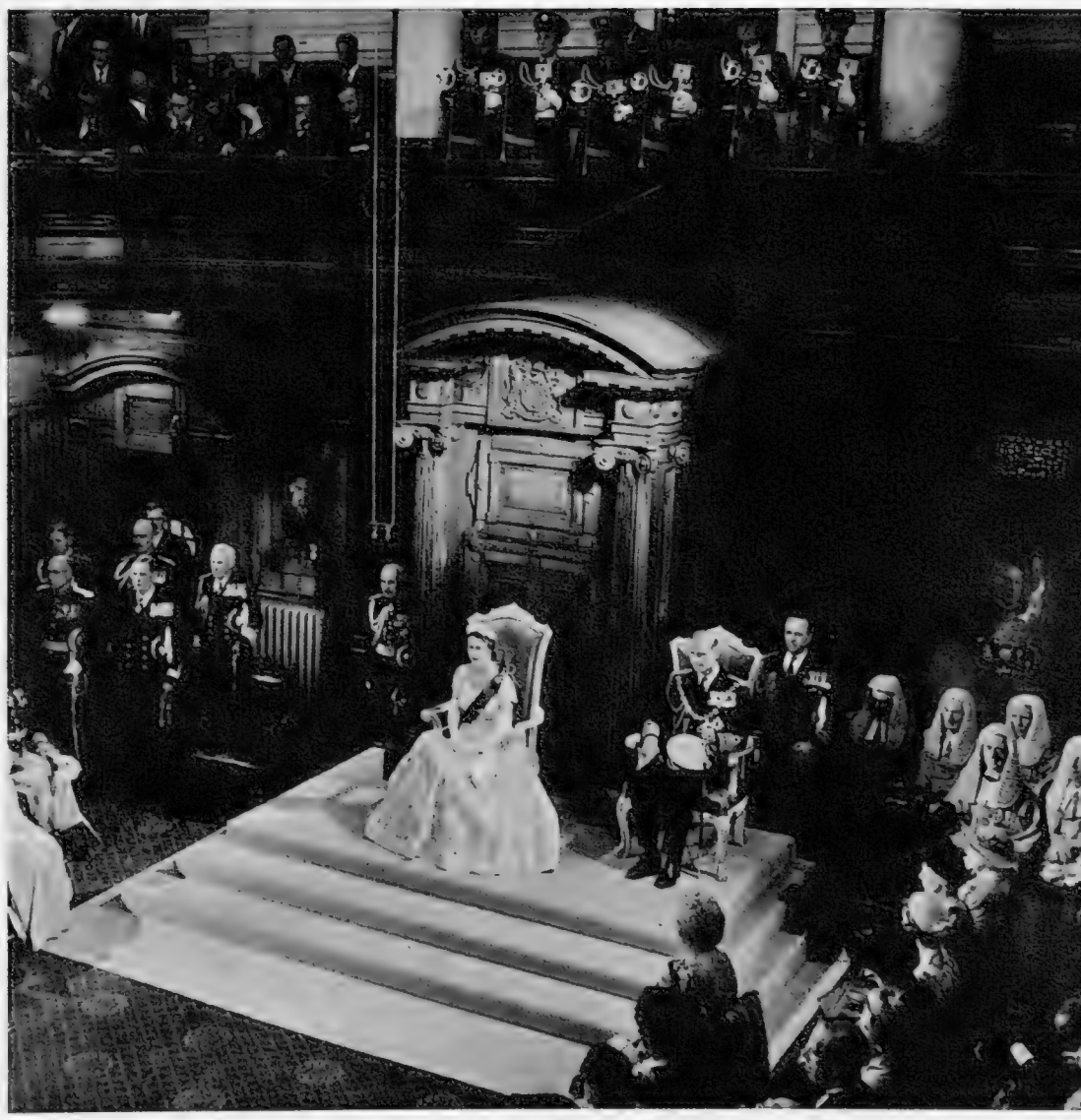
1920—THE BURIAL OF THE UNKNOWN WARRIOR: On Armistice Day, King George V and other members of the Royal Family watch the coffin of the Unknown Warrior being lowered on to the bars across the open grave in Westminster Abbey. Conducting the service is the Dean of Westminster. Also present were leading statesmen, generals and admirals, and 100 V.C.

1911—AFTER THE CORONATION OF KING GEORGE V: Following the service of thanksgiving at St. Paul's, the King and Queen are seen at luncheon with the City Corporation at Guildhall. In the drawing by F. Matania are, from left, at the table: Prince Arthur of Connaught; Princess Beatrice; Grand Duke Michael of Russia; Princess Louise, Duchess of Argyll; Prince of Wales; Crown Princess of Sweden; George V; Queen Mary; Duke of Connaught; Princess Mary; Princess Christian; Crown Prince of Sweden; Dowager Duchess of Saxe-Coburg; Prince Albert of Schleswig-Holstein; Duchess of Connaught; and Prince Leopold of Battenberg. In the foreground, left, is the Lord Mayor, Alderman Sir T. Vezey Strong, and, on the right, the Archbishop of Canterbury, Dr. Randall Davidson.



On left—

1923—THE WEDDING OF THE FUTURE KING GEORGE VI: In the Chapel of Edward the Confessor, in Westminster Abbey, the bride, formerly Lady Elizabeth Bowes-Lyon, signs the register, watched by the bridegroom, the Duke of York. Background are the King and Queen and the Registrar, Mr. E. F. Knapp-Fisher. The wedding took place on April 23. *Below*—In 1948, King George VI and Queen Elizabeth drive to St. Paul's Cathedral to attend a thanksgiving service during the celebrations of their Silver Wedding.



1954—QUEEN ELIZABETH II BECOMES THE FIRST SOVEREIGN TO OPEN THE NEW ZEALAND PARLIAMENT: Wearing her Coronation gown and with Prince Philip at her side, Queen Elizabeth is seated on her throne in the Old Chamber of the Upper House. She opened the fourth session of the country's thirtieth Parliament during the Royal Tour of several Commonwealth Countries after the Coronation.

1914—A HEROIC ACTION DURING THE RETREAT FROM MONS: The original water-colour painting by Fortunino Matania, which was reproduced in *The Sphere* of November 14, 1914, shows "L" Battery, Royal Horse Artillery, in action at Nery on September 1, 1914. Manning the gun are Battery Sergeant-Major Dorrell, Gunner Derbyshire and Driver Osborne. For his supreme valour Sergeant-Major Dorrell was awarded the V.C., as were two other members of the battery—Captain E. K. Bradbury, who was killed in action, and Sergeant D. Nelson. Mr. Matania drew his picture from information supplied by one of the gunners who took part in the action. At dawn the battery was subjected to terrific enfilade fire from the ridge in the background. Only three of the British guns could be brought to bear, but one by one the German guns were put out of action, although two of the British guns were silenced and only one remained to defend the position. "This wonderful struggle against overwhelming odds," reported *The Sphere*, "will go down in history as evidence of what the British Army can do in the field."

1917—A FEW MONTHS BEFORE THE RUSSIAN REVOLUTION: "'Death or Victory—A Demonstration by Russian Soldiers in Petrograd," is another example of Matania's work and appeared in the issue of June 2, 1917. It was drawn from "photographic material" received during the previous month and was stated to depict a group of Russian soldiers carrying a banner, the purport of which is "War to the End." Kerenski had come to power and *The Sphere* was optimistic that he would restore discipline to the Army because there was "a wholesome reaction against the pacificist sentiment" which had recently been manifest.

Sixty Years of News

1914-1938 WAR AND PEACE

1916—"GOOD-BYE, OLD MAN": Subtitled "An incident on the road to a battery position in Southern Flanders," this drawing by Fortunino Matania made a wide appeal to the British public of the time and displays something of the artist's exceptional talents. Mr. Matania, who is still alive to-day, was born in Naples in 1881. His exclusive services were obtained for *The Sphere*, by the then Editor, in 1905. During the Great War Mr. Matania went out to the Western Front as special artist for this newspaper. He made numerous sketches near the front line, on one occasion his sketch-book being covered in debris blown up by a shell

1917—"A BOMBING RAID BY THE ROYAL FLYING CORPS OVER THE WESTERN FRONT": In the drawing by Roderic Hill, the aeroplanes of the Royal Flying Corps are making their way over the enemy lines under heavy anti-aircraft fire from German batteries. The accompanying caption stated: "Such a scene may be witnessed any fine day on the Western Front. In the lower right-hand corner a small hostile patrol has sighted the raid and decided that discretion is the better part of valour.

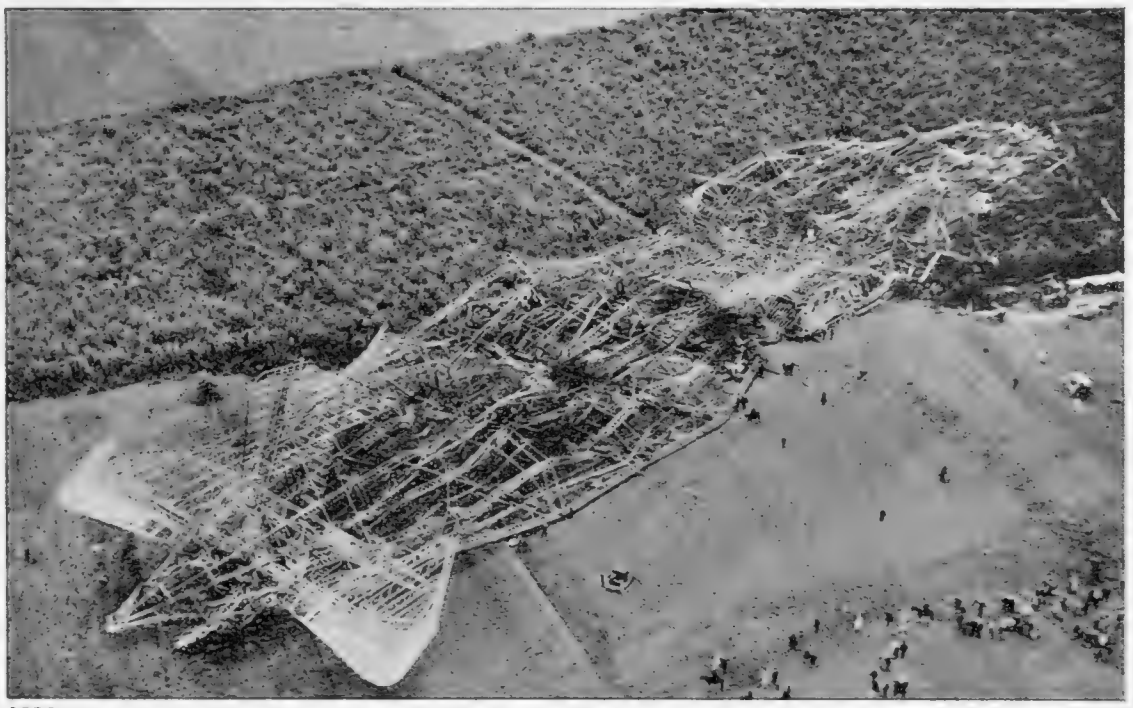
On left—

1919—"THE END OF THE FIRST TRANSATLANTIC FLIGHT": D. Macpherson has drawn his impression of Alcock and Brown alighting from their Vickers-Vimy-Rolls aeroplane after their historic landing near the wireless station at Clifden, in Ireland. Readers were told "As the two men climbed out of their machine, men from the wireless station came running up, little thinking the machine before them had been sixteen hours ago across the other side of the ocean and Alcock had to tell them that the machine had just arrived from Newfoundland."

On right—

1926—THE GENERAL STRIKE: The picture of mounted police moving to disperse a crowd at the Elephant and Castle, in South-East London, formed the frontispiece of a very special issue of *The Sphere*. It was impossible to print in Britain so arrangements were made for the paper to be printed in Paris. Staff members and material were flown there and the completed copies flown back.

1936—THE DESTRUCTION BY FIRE OF THE CRYSTAL PALACE: The frontispiece for December 5 shows a famous London landmark enveloped in flames. The following pages included a long article forecasting the advent of television and a picture of "preparations for the Coronation." By December 12, main interest centred on events leading to Edward VIII's abdication.



1930—THE "R.101" DISASTER: With its nose buried in the ridge (right) the wreckage of the airship, to which so many hopes were attached, lies after its crash in October, near Beauvais, in Normandy. In left foreground the outline of the tail fins can still be seen. *R.101* was on a maiden flight to India. Forty-eight of the fifty-six aboard perished.

1938—THE SPANISH CIVIL WAR: Civilian refugees in the French frontier town of Luchon after escaping from the Catalonian war zone. This was the frontispiece for April 9, 1938. *The Sphere* commented that it seemed certain that after two years of bitter strife "victory loomed" for General Franco.

1936—A GIANT OF THE OCEAN PREPARES FOR HER MAIDEN VOYAGE: The Cunarder *Queen Mary* is manœuvred into the King George V graving-dock at Southampton in March, 1936. The 81,000-ton liner, which had been built on Clydebank, in Scotland, had aroused great public interest because, apart from her size, she had given relief to many shipyard workers suffering from the economic depression of the '30's. *Queen Mary* made her maiden voyage to New York in May, 1936, and in the next three years several times broke the record for the transatlantic crossing.

1938—THREE IMPORTANT BRITISH FIGURES BEFORE MUNICH: From left are: Sir Nevile Henderson, British Ambassador in Berlin; Sir John Simon, Chancellor of the Exchequer, and Lord Halifax, Foreign Secretary. They were arriving at the Foreign Office in Whitehall. The picture was the frontispiece for the September 3 issue. Comment included: "The Czech situation—ever varying between keen anxiety and comparative relief—entered upon a new period of tensity towards the end of last week."

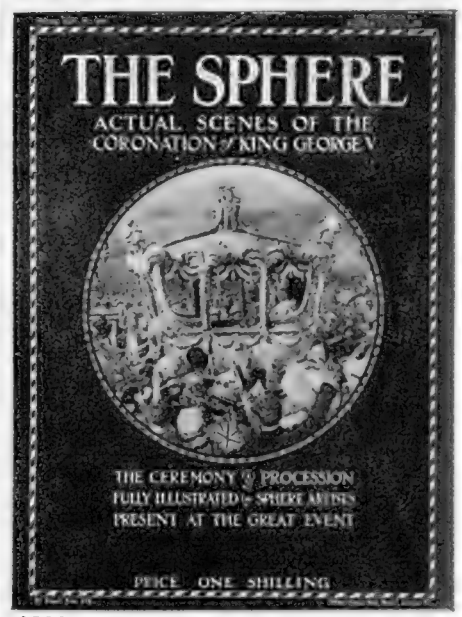
1933—HITLER ARRIVES: "Herr Hitler, orator, Chancellor and storm troop leader, holds forth to an assembled audience." The picture and caption appeared on March 18.

1938—THE MUNICH CONFERENCE: Neville Chamberlain and Hitler, followed by Henderson and Ribbentrop, the German Foreign Minister, inspect the guard of honour on the British Prime Minister's arrival for the now historic conference in September. The caption to the picture referred to the great Four-Power Conference which Mr. Chamberlain "had been instrumental in bringing into being and which resulted in an agreement over the Czechoslovakian question, bringing relief to the whole waiting world." Such opinion was general in Britain at the time. However, the same issue of *The Sphere* contained a survey of the Munich Agreement and "What the Settlement Means." The writer concluded: "From the German point of view the acquisition of a rich territory containing 3,500,000 inhabitants without recourse to war is a diplomatic triumph."

Sixty Years of News

DAYS OF PORTENT

1945—THE THREE LEADERS OF THE ALLIES MEET IN THE GROUNDS OF THE LIVADIA PALACE IN YALTA: "Mr. Winston Churchill (wearing another hat!—and the uniform of a Colonel); Mr. Roosevelt (wearing his distinctive cloak); and Marshal Stalin (in his new uniform) during the course of the conference on the shores of the Black Sea." The caption in *The Sphere* of February 17 very sensibly limited itself to the factual. Not even the participants could have foreseen the consequences their talks would have. The terms allegedly agreed at Yalta were to have many post-war repercussions.



1911—THE COVER OF "THE SPHERE" CORONATION NUMBER: Containing many pictures of King George V's Coronation, the special issue had a cover in royal blue.

1940—ONE OF BRITAIN'S DARKEST HOURS: The picture shows the later stages of the evacuation from Dunkirk, with British and French troops massing on the shore in readiness to embark. "As the days wore on, the stream of soldiers reaching Dunkirk increased in volume, especially when the French forces began to arrive. It was necessary to clear the air for the protection of these masses. More R.A.F. fighters poured over the beaches and, says Mr. Churchill, 'our Air Force decisively defeated the main strength of the enemy Air Force.'" Other pictures on these pages paid tribute to the Royal Navy's part in the evacuation.

1904—AN EARLY CHRISTMAS NUMBER COVER: The reproduction in colour was of an original painting by George Morrow. The issue contained an eight-page supplement of news and a presentation plate.

60 YEARS: HAS THE COUNTRY GONE TO THE DOGS?

Under the Impact of Mechanisation and Material Progress Rural Life and Society, as it Was Known, has Virtually Disappeared

By BRIAN VESEY-FITZGERALD

WELL, here I am: on the edge of the sixties, approaching my Diamond Jubilee. A good time for looking back. The only trouble is that I have not got anything to look back upon: nothing startling or outstanding. In common with the vast majority of my fellow-countrymen I have—with the common exception caused by German "*über alles-ness*"—led an ordinary, peaceful, uneventful life.

I could follow the example of those B.B.C. programmes, "The Edge of the Sixties." I did watch those, hoping to pick up a hint or two. But the only thing I learnt was that I, in common with everyone of my generation, am very, very lucky to be alive: and I knew that, anyway. Still, I suppose that I could give a commentary on the great events of my time; I fancy, without patting myself too heartily on the back, that I could give as good a commentary as most non-specialists of my age. There is sufficient data available, and we are all pretty good at being wise after the event. That is the wonderful thing about hindsight: it is always so beautifully clear. It is only foresight that is myopic.

But, you know, the fact of the matter is that ordinary folk do not live in the past: only Labour politicians do that. Ordinary folk do not live in the future: only true idealists attempt to do that, and, in my experience, they are very few and far between. Ordinary folk live in the present. They have no time for anything else. The day-to-day business of living, of earning a living, of loving and providing: that is what makes life, fills up life. We all pay lip-service to the future. We put, if we are fortunate enough to be able to do so, a little by against the rainy day; we insure. But, to be truthful, very few of us consciously plan our future—let alone worry about other people's. We just hope for the best, and concentrate on making the best we can of the present. I do not think that that is cynical or selfish; I do not believe that ordinary folk are either; it is just life.

But it makes this looking-back very difficult. The present is so absorbing that it requires a conscious and determined effort of memory to recall the happenings even of yesteryear. Something new, something really startling, happens—and it is no more than a seven-days wonder. By then it has been absorbed, has become part of the background of life, and is taken for granted. Why, we even take sputniks for granted. (If you can remember—without looking it up—when the first one went into orbit, then you can go straight to the head of the class.) So much has happened, so much that has become part of the background of day-to-day life and is taken for granted, that we do not realise that we have lived through—are still in the midst of—the greatest material revolution in human history. We have lost the capacity for wonder.

My earliest childhood memory (my earliest conscious memory, at any rate; and I could not tell you how old I was) is of little lights, small, twinkling stars, moving down a mountain-side. It is Christmas morning, very early and very cold, and I am standing, shivering, at my bedroom window, looking across a black valley. The memory is as clear in my mind now as when it first happened: much, much clearer than many things which happened, say, a mere twenty years ago. The lights were the lights of lamps, oil lamps, carried by men and women to light them on their way to *pylgen*, the service which was held at 5 a.m. Oddly enough, I cannot remember, for certain, if I ever went to *pylgen*. I suppose that I must have done so. I have some vague recollection that each worshipper in the church held a lighted candle; but this may be no more than a vague recollection of something that my mother, or perhaps my grandmother, told me.

However, it does not matter. *Pylgen* is no more. It may survive elsewhere in Wales (I do not know), but there it is no more. Nor are many other things, many other of the old ways, the old customs. And this is the point. I was born, really not so very long ago, into a society with distinctive national elements, cultural and otherwise, which had survived from the remote past, but which has disintegrated, which has virtually disappeared, under the impact of mechanisation. "Ha!", I can hear somebody saying. "Here it comes. Now he is going to tell us that the country is not what it was. In a moment or two he will be telling us that it is going to the dogs."

Well, the country is not what it was. The house I lived in as a boy had no main water or drainage, no gas, no electric light, no telephone, no radio. It was the sort of house that an estate agent would advertise as a "gentleman's residence," if he was in a restrained mood. But we did have servants: there was then no stigma attached to "domestic service." We had no car: we had a horse-drawn carriage and a couple of pony-traps. A visit to the nearest good shopping town meant starting at the crack of dawn. If you wanted to do it in comfort, you spent the night away from home. It is difficult to conceive of living like that now. We took it for granted.

As a matter of fact, the first house of my married life had no main water or drainage, no gas, no electric light, no telephone: and I did not marry until the '30's, and this house was not in wild Wales but in Hampshire. We had no car and we had no servants either. But we did have a radio. We had oil lamps and we cooked on oil. It was a better, kinder light than electricity: and, personally, I think that the food tasted better, too. The village had no bus service then. We cycled the sixteen miles to Winchester, if the village shop could not provide what we wanted: a radio battery, for example. The things we did not have, we did not miss. We accepted life as it was, taking it for granted. Now, all the things that we did not have, did not even consider having, are taken for granted. It requires a real effort to remember what country life was like, even so short a time ago: for that world is as dead as the dodo. Oh, yes, the country is not what it was. Materially, at any rate, it is a jolly sight better.

1941—A TURNING POINT IN THE WAR: The drawing by William McDowell gives a view of the sinking of the *Bismarck* on the morning of May 27. Left is the cruiser *Dorsetshire* and in the distance, on the right, the *Norfolk*. Five days previously it had been reported that the *Bismarck* had sailed from Bergen. On May 24, to the west of Iceland, she was caught by the *Hood* and *Prince of Wales*. In the ensuing action, the *Hood* blew up and the *Prince of Wales* was damaged. The Admiralty ordered every possible ship to join in the hunt. Hit by a torpedo from a Swordfish aircraft, the *Bismarck* was slowed down, and finally sunk, according to British statements, by a torpedo from the *Dorsetshire*. Some German reports said she was scuttled.

I spoke a little while back of the virtual disappearance of the rural society into which I was born. This has happened not only in Wales. Though it is more apparent there (at any rate, to a Welshman), it has happened everywhere. Rural society, as such, has pretty well ceased to exist. We are all suburbanites now. This, too, is the result of mechanisation. Rural bus services are now so good and so frequent that the town, the amenities and the amusements of the town are within the reach of virtually everyone. In addition, in recent years, television (on the never-never) has arrived in even the most humble cottage and commercial television in particular is stared at avidly. The result of all this is, I think, especially noticeable in the womenfolk. Their whole attitude, their speech, their thought, their dress, is that of the suburban housewife or the suburban teenager. I am not saying that this is a bad thing: I merely record that it has happened. Except in the teenager, it is not yet so evident among the men.

Besides taking the country to the town, mechanisation has brought the town to the country. Retiring to the country, in the days when there was no main water and no main lighting, and no easy transport, was an undertaking which needed very serious consideration. Only people with a genuine fondness for and understanding of country life would do it. Now, anyone can do it, for there is no real inconvenience involved. Moreover, to-day, you need not wait for retirement. Modern transport has made it easy to live in the country and work in the town; at any rate, to have a week-end cottage. I think that this is a very good thing. The more that people get out of the towns, the better, though it is also true that the towns are continually reaching out after them. Indirectly, at any rate, it brings money and a measure of additional prosperity to the countryside, and this, in its turn, means a much greater interest in county affairs.

This is sometimes manifested in rather odd ways. One of these is the great growth in recent years of "anti-ism": anti-hunting, anti-blood-sports generally, and so on. The supporters of these amusements are inclined to dismiss the "antis" as misguided and ignorant townsfolk. That may be true (I do not say that it is): what is overlooked is that a great many of these "ignorant townsfolk" now live in the country. Theirs may be an urban mentality. They may not understand because "they have no roots in the country." This is a favourite way of dismissing them, though I cannot understand why it should be thought to do so, since many hunting people have not their roots in the country either. But that is not what matters. What matters is that they are in the country, living in it in increasing numbers, and what they think is going to become increasingly important.

What I think about all this is my own business. I do not hunt and have no wish to kill anything. But that does not necessarily mean that I am wholeheartedly pro-anti. Forgive the contradiction. Much criticism of "blood-sports" may be misinformed: much undoubtedly is. But some (of hunting, at least) seems to me to spring not from dislike of hunting as such nor from overwhelming love for the hunted animal, but from sheer dislike of the sight of a man, especially one in a pink coat, on a horse. This has been noticed by *Punch* who, if I remember correctly, traced it back to the hostility of the Saxon serf for the Norman conqueror: a deep-rooted hereditary instinct. But it is really very odd when you come to think of it, for it seems now to be the primary aim of all young women to get astride a horse as soon as possible. Many of them are encouraged to do so, are enabled to do so, by "anti" parents. Why, it might even lead to a proposal at the Hunt Ball! It is, in any case, regarded as a step up the social ladder.

That ladder has been a feature of English social history throughout the centuries. It has remained unmoved throughout the revolutions of the past sixty years. But those revolutions have made access to it very much easier. There are now so many people busily climbing up it that it is now virtually impossible to see the lower rungs and even the ones at the top have become blurred. And I am all for it.

TUINDORP-OOSTZAAN—FLOODWATERS AS FAR AS THE EYE CAN SEE: Streets and gardens of the North Amsterdam suburb are deep in the sea water which inundated the area after a dyke was breached. Snow covers the roofs of houses, and small boats sail in the streets on rescue operations. Of the 12,600 people living in Tuindorp-Oostzaan, 11,250 were forced to leave their homes when the floodwaters approached on January 14. The North Sea had burst through a 100-yard breach in the dyke. People will not return home for some time.

DEVASTATION IN AMSTERDAM

Scenes of the Flooding in the Suburb of Tuindorp-Oostzaan

ANOTHER PART OF THE STRICKEN AREA: Farmland to the north of Amsterdam lies under the cold grey floodwaters. In the background, behind the raised road, unaffected land is covered with snow. Damage is enormous, not only to houses and buildings, but to crops. The cost will run into millions of pounds.

A SCENE OF DESOLATION: The snow-covered roof of an abandoned car shows above the floodwaters, which reach to the first-floor windows of the houses. At their highest point the waters attained a depth of about 12 ft.

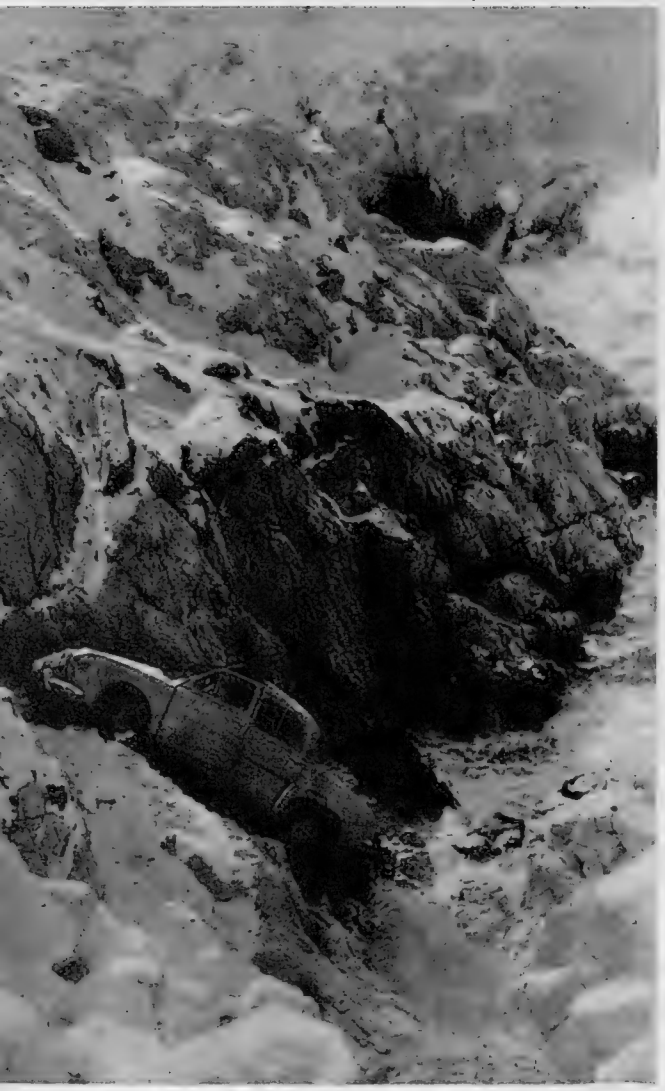
SNOW AND FLOODWATER: Vehicles and people are crowded on a road leading from the flooded area to higher ground. The breach in the dyke was repaired the day after it burst. The pumping out of the flooded area has now been completed.

Although the floodwaters have been pumped away, the evacuated families of the Amsterdam suburb of Tuindorp-Oostzaan will not be able to return to their homes for some time. Rubbish and sewage must be cleared from the streets and houses; and hoses and steam jets used to clean them. One suggestion as to the cause of the breach of the North Ij polder was that the dyke was weakened by heavy lorries passing over it daily to a munitions depot nearby. The continual buffeting the dyke received from waves caused by ships passing at high speed was another reason suggested. However, immediately after the flooding a judicial inquiry and a technical investigation were started to find the real causes.

Damage is enormous. Houses and other buildings, farmlands, roads and railways are all affected. There was only one fatality, a woman of eighty-four found dead in her house, presumably drowned. Evacuees were housed in the canteen of a shipyard; a Dutch emigrant ship in Amsterdam harbour; and youth hostels. Thousands were taken in by Amsterdam families. The British, Swiss and International Red Cross offered help, but the Dutch felt they could cope unaided. Although this flooding is not nearly as serious, many people will recall the disaster of 1953, when over 1,800 people lost their lives.

On right—

A RESCUE OPERATION: A raft, carrying evacuees, is punted through Tuindorp-Oostzaan. Only about 1,350 people could remain in their homes during the floods.



A LUCKY ESCAPE ON THE FRENCH RIVIERA: Stranded on cliffs, the car hangs over the surging waters of the Mediterranean. On an icy road the car skidded over the cliffs. Its fall was broken by a deep snow-drift. The four occupants of the vehicle luckily escaped with only minor injuries. The accident occurred near the tiny port of Goudes, a suburb of Marseilles.

THE CEMETERY OF AN OLD CHURCH IN NEW YORK: The tombstones stand out against the snow-covered ground of the graveyard of Trinity Church not far from Wall Street. Top left is the Martyrs' Memorial, erected to Americans who died in British prisons during the revolution. In the centre is the Trinity Churchyard Cross, a memorial to Mrs. William Astor.

PHENOMENA IN PICTURES

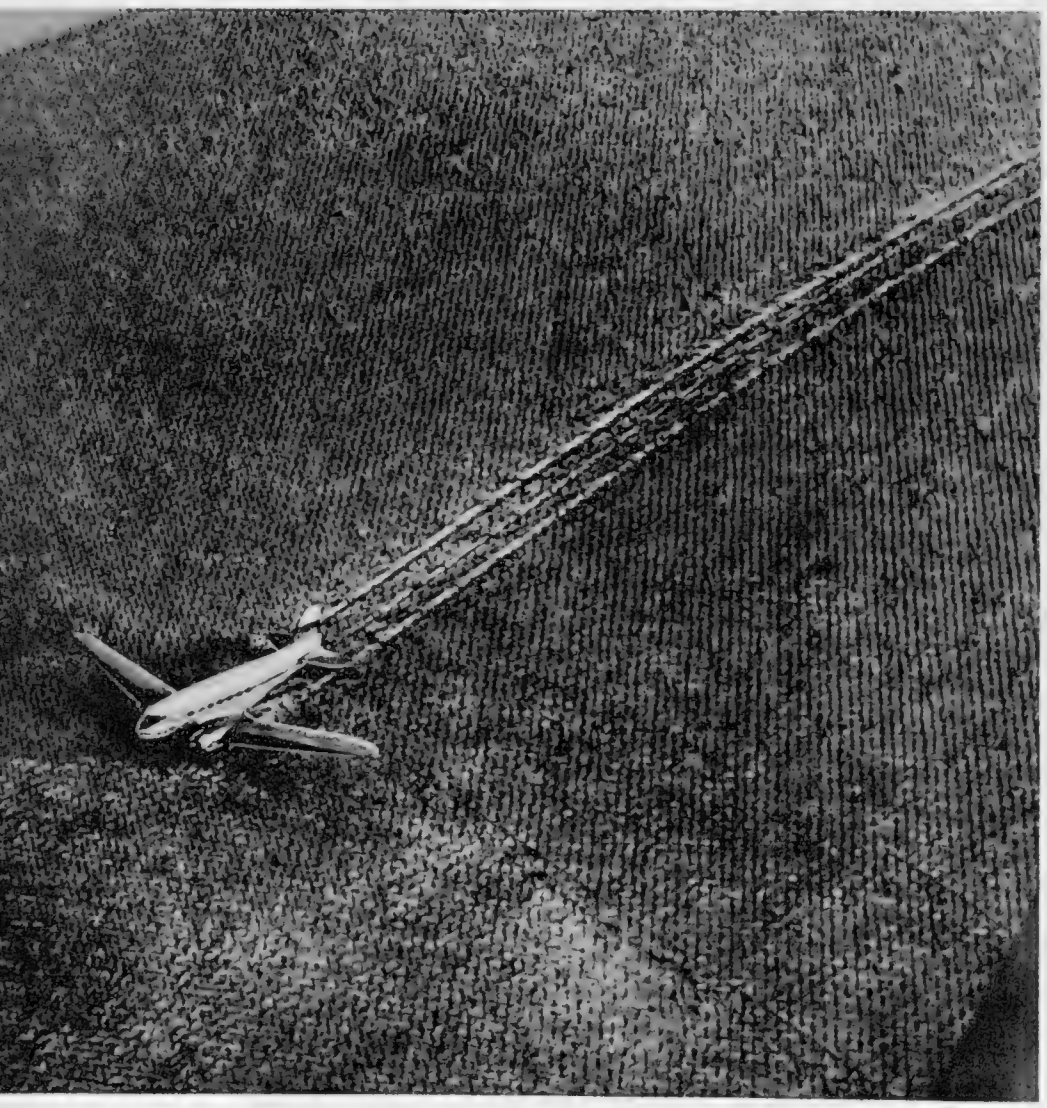
A Car Crash ; Snow Pattern in a Churchyard ; a Forced Landing ; Ships for the Breakers

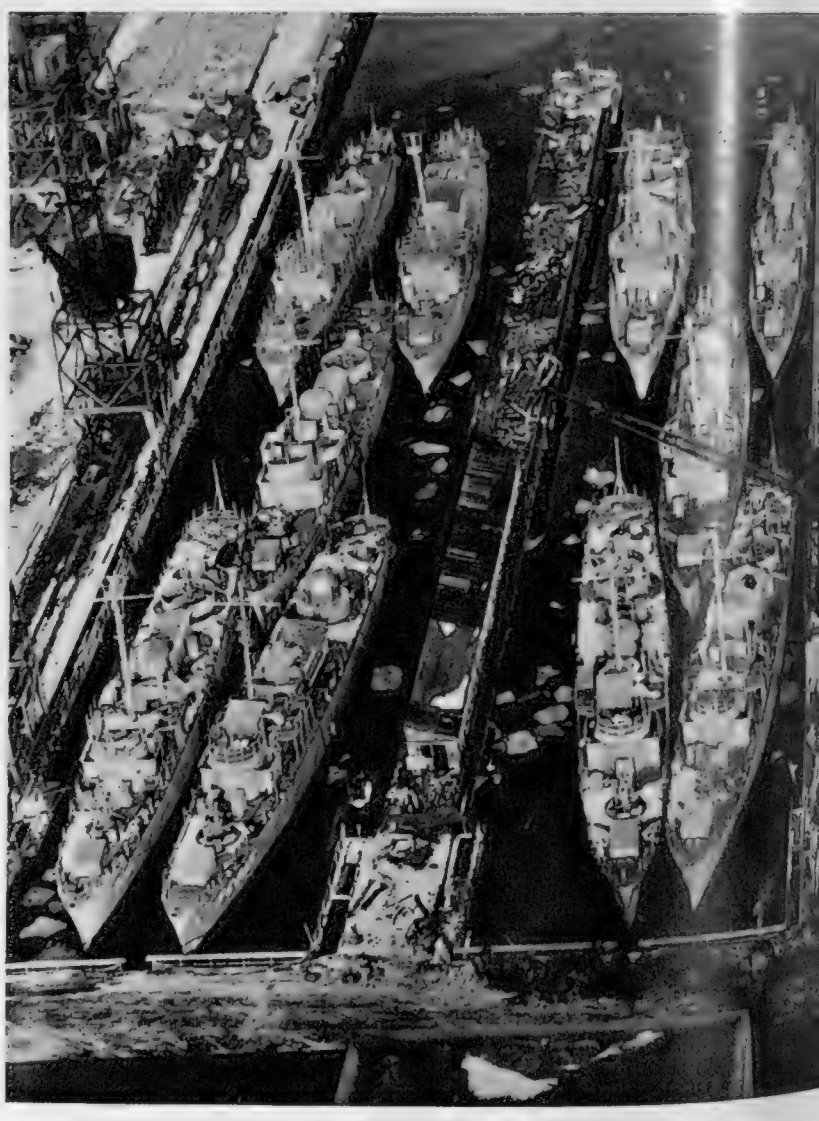
Below—

FORCED DOWN IN A BLINDING SNOWSTORM: A Douglas DC-3 airliner lies in a cornfield near Carroll, Iowa. Behind the machine stretch the marks it made in the snow-covered rows of corn in its forced landing. The twenty-three people on board were uninjured and the plane was undamaged. Snow cushioned the landing and probably prevented the airliner from overturning.

Below—

TEN SHIPS IN TWO BASINS: The vessels are United States Navy patrol craft, surplus to requirements. They are in the East Yard of the former South Portland shipyard, in Maine, to be scrapped by the Walsh Construction Co. The four ships in front had been in the berths some time, waiting for Navy clearances, to be broken up. The other six had just arrived.





60 YEARS OF TECHNICAL ADAPTATION

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

IT is difficult to discover specific references in the earliest issues of *The Sphere* at the beginning of 1900 to any advances of British industry and engineering other than the Lee-Enfield rifle, which was at the time encountering rather more than commercial competition in one of our main export markets from a German product called the Mauser. This understandable preoccupation with the Boer War, be it said, was evident not only in these columns but in those of our technical contemporaries. The engineering journals of January 1900, while carrying many regular features such as reviews of shipbuilding and marine engineering during the previous year (as they do to this day), devoted a good deal of space to the comparison of weapons, to the illustration of new types of artillery, to the supply of special equipment to the Forces ("The part which the traction engine has to play in warfare is in a large measure undecided"), and to such civil engineering jobs as the furnishing of new steel spans by the Patent Shaft and Axletree Company for bridges over the Frere and Tugela Rivers which the burghers had destroyed during the operations around Colenso.

Yet a cursory glance at the technical Press of that time gives at first sight less impression of change between 1900 and to-day than do the early issues of *The Sphere*. The technique of illustration, certainly, betrays the difference: the technical Press, then, depended upon the engineering drawing almost exclusively, with far fewer half-tone photographs than it uses to-day. But the subjects it was discussing seem deceptively similar. A new British machine tool was greeted with some relief that technical leadership was not being left entirely to the Americans and Germans; the railways were trying out some 20-ton coal wagons and some 50-ton iron ore wagons (60 years later, they still operate thousands smaller); discussions were proceeding about the international standardisation of screw threads, as they have done during the last ten years; a Royal Commission had just reported upon the organisation of water supply in Great Britain; a lengthy correspondence was in progress concerning the greater productivity and technical advance apparent in American industry than in British; and one of the engineering papers was publishing a survey (as how many are not to-day ?) of the development of Russian industry.

If many of the issues and anxieties were the same, the reigning techniques were not. A review, in January 1900, of a book, *Theory and Construction of a Rational Heat Motor*, by Herr Rudolf Diesel, reminds us that his efficient gas engines were only just appearing on the scene; there were reports of the construction of the Paris Metro (it had depressed the level of the Champs Elysées by several inches); and more detailed plans had just been published of the work that would be involved in cutting a canal across the Isthmus of Panama. Since the repeal of the "Red Flag Regulations" in 1896 a number of companies had been set up, mainly in Coventry, for the manufacture of motor-cars (though Mr. William Morris of Oxford was only gradually becoming known for the excellence of his safety bicycles). But no man-carrying, heavier-than-air craft had yet flown; Marconi was still only experimenting with wireless telegraphy, though within a year he was to transmit his first signals across the Atlantic.

By the turn of this century, most of the basic discoveries had been made upon which a far more highly mechanised civilisation to-day depends. (The thermionic valve came in 1904, and by about 1908 the techniques from which television was eventually put together had been worked out in theory.) Their development, for the most part, was still to come. In 1900, Britain was already the most industrialised nation on earth; it was still, financially and technically, perhaps the richest, though America was passing it and Germany coming abreast. Its strength lay in the great staple trades, on which it had built a massive export business.

In 1900 Britain produced about 225,000,000 tons of deep-mined coal (more than it ever managed to during the passing post-war shortages of our time) and exported more than 50,000,000 tons. It produced about 8,500,000 tons of pig iron (which does not compare badly with to-day), though less than 5,000,000 tons of steel, a quarter of production in 1959. It launched a little under 1,500,000 tons of ships, roughly the same as it now does. The cotton that Lancashire processed was of the order of 1,500,000,000 lb., and still rising; that compares with less than 700,000,000 lb. to-day.

Industrially, the history of Britain over the last sixty years has been mainly one of adaptation—to the protracted decline of some of those great staple trades, and to their replacement by the emergent industries such as electricity, motors, chemicals and synthetic fibres, and electronics. These structural changes in technical pattern have been accompanied by and geared to social change; a radical redistribution of purchasing power has facilitated the development of huge mass-producing industries catering for the mass of richer, more freely-spending wage-earners, increasingly educated and reached by developing techniques of mass communication and advertising. The process continues; only now, for example, is the working man beginning to count upon a motor-car as an automatic item of home equipment.

This downward spread of middle-class living standards throughout the social pyramid has brought its own pressures upon the traditional English middle-classes—the disappearance of the domestic servant, replaced impressively but not quite as comfortably by a battery of equipment to save labour that the middle-class housewife was not in the habit of performing; mounting congestion on an inadequate road system. But it has nevertheless, unmistakably, been the necessary precondition of general economic growth for the country—and since *The Sphere* first began publication, the national income of Britain has probably doubled.

Within industry, one subtler but vitally important change has been the widespread development of organised arrangements to ensure that technical change shall continue—research and development as a regular department. In 1900, it is doubtful if any organised research department existed inside any British company, though Ludwig Mond and Alfred Nobel were working as scientists-cum-businessmen in the chemical field, and individuals in the metallurgical and engineering industries were taking time out from management or technical supervision to experiment with new developments of their industrial arts. Little stimulus to research from the defence side came until the First World War; it was hardly until the Second that the need for research departments as an integral part of any progressive business began to be fairly widely recognised in British business.

It is perhaps only fair to the earlier individual inventors to say that so far their contribution to twentieth-century technology probably still far outweighs the practical results of organised research; but as nuclear energy and the advances associated with the electronic computer begin to mature in the next decade, this balance of ingenuity will perhaps begin to swing over. Certainly the chances are to-day that the talented individual inventor will have had far more scientific training than at the turn of the century—and, probably, the chances are that he will already be employed in some form of research or development organisation.

British industry at the opening of the 1960's is still concerned on some of the issues that, as we have seen, exercised the industrialists of 1900: comparative American efficiency, German competition, the anxiety to achieve in new industries a similar mastery to that it has had of older declining ones. Economically, the country no longer occupies so dominant a position in the world; yet its current national wealth, and in particular the living standards of its average citizens, are in absolute terms far higher than sixty years ago. From 1900 onwards, Britain's industry and exports were to enjoy more than a decade of rapidly advancing prosperity, before the great divide of the First World War that separates us from the comfortable confidence of Edwardian prosperity (though also from the Edwardian beginnings of the Welfare State). If British industry over the next decade, starting from so much more developed and complex a technical base, can maintain a comparable expansion, it will have deserved well of the country.

1911—THE LAUNCH OF THE LAST BATTLESHIP TO BE BUILT ON THE THAMES: The beflagged hull of the *Thunderer* floats on the river after sliding down the slipway of the Thames Ironworks Shipbuilding and Engineering Co., Ltd. Projecting in front of the bows is the cage from which doves were released during the ceremony. She was towed to Dagenham to be fitted out. The battleship's weight at launching was 9,600 tons, which rose to over 22,000 tons when completed. *Thunderer* was a super-dreadnought of the *Orion* class, the first to have the new 13·5-in. guns. It was noted that in 1912 she made good practice with her guns at 14,000 yards. She took part in the Battle of Jutland in the Second Battle Squadron; after the war she became a cadets' seagoing training ship and was sold in 1927.

A DEVELOPMENT IN MEDICAL EQUIPMENT

For the first time, an electronic instrument has been designed to provide a continuous record of blood pressure over long periods of time, without the need for arterial puncture or the use of the conventional arm cuff. Called the Blood Pressure Follower, the apparatus employs a cuff and crystal, wrapped round the finger, and gives the minimum discomfort to the patient. It is produced by Winston Electronics Limited, of Shepperton, Middlesex. The future potentialities of the Blood Pressure Follower, it is said, are becoming recognised all over the world. Orders worth £10,000 have recently been secured in the United States, following a visit there by Mr. F. Winston Reynolds, the founder and chairman and managing director of the firm, and Mr. R. F. Laurence.

The value of the apparatus has already been proved satisfactorily. It enables blood pressure changes to be observed and recorded during the whole period of a surgical operation. The information picked up from the finger cuff and crystal is continuously recorded on a pressure dial in the centre of the sloping control panel; on the paper roll chart of a pen recorder; on a mercury sphygmomanometer if required; and can be reproduced on the dial of a large wall sphygmomanometer visible to all concerned. The paper roll constitutes a permanent record of blood pressure.

One of the most important advantages of the Blood Pressure Follower is that in suitable cases it may be used to regulate the infusion of hypo- or hypertensive drugs into a patient to maintain a predetermined level of blood pressure. Any fluctuation of pressure may be easily seen and the infusion rate altered accordingly. Using the control panel, this regulation may be carried out automatically. In addition, an alarm system is operated should the blood pressure rise or fall below the pre-set levels. Changes beyond the limits operate alarm lights or bells and also the solenoid device which controls the intake of the drug. A surgeon can operate with a patient's blood pressure higher or lower than normal, as required, in possession of continuous information about the effects of drugs on pressure levels.

As well as in the operating theatre, the Blood Pressure Follower may be used in the recovery room; in casualty departments; in out-patients' departments; in the wards; and in the consulting room. The top section of the apparatus is a completely self-contained unit with built-in power supply. It is fully portable and can be instantly detached and used as a separate unit in the patient's home. Among its many uses in this form are cases of shock, haemorrhage, cardio-vascular accidents, and hypo- or hypersensitive attacks.

THE BLOOD PRESSURE FOLLOWER: A technician is testing the inflation and deflation valves. The electronic apparatus provides a continuous record of blood pressure over long periods of time. The Blood Pressure Follower is the first instrument of its kind.

ASSEMBLING THE APPARATUS: Valve screening cans are being fitted to part of the Blood Pressure Follower. The apparatus was designed in conjunction with Dr. J. H. Green, of the Department of Physiology, Middlesex Hospital Medical School, London, and is now being commercially manufactured by Winston Electronics Limited, of Shepperton, Middlesex. Blood pressure is recorded by the apparatus by means of a cuff and crystal fitted over the finger. No arterial puncture is required.

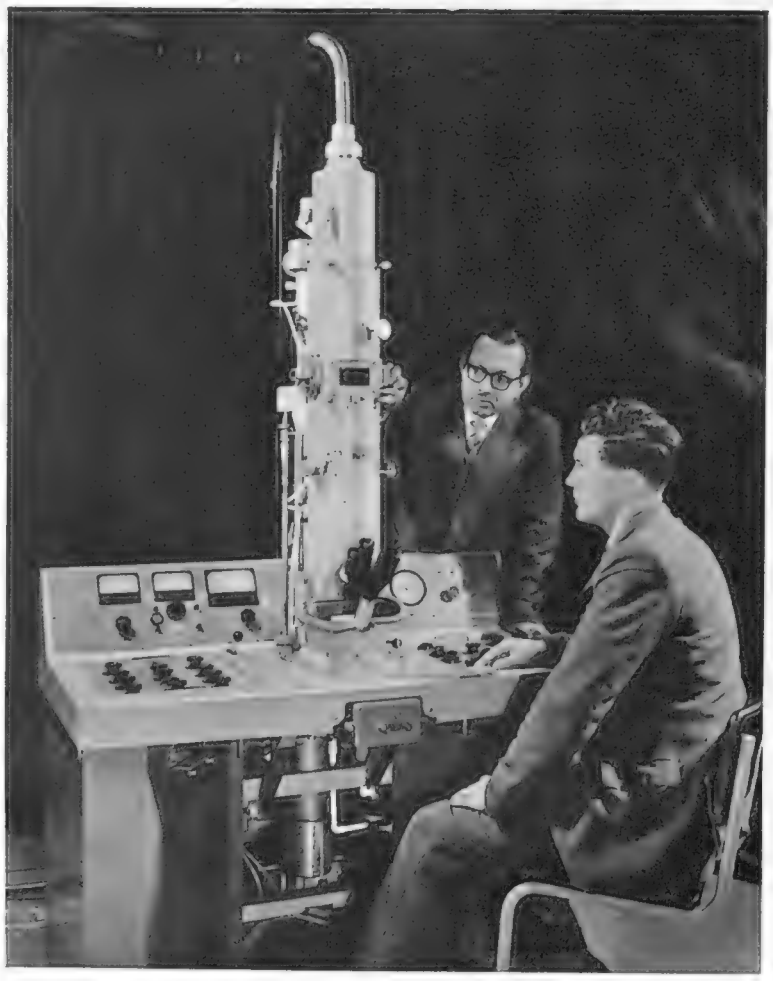
On left—

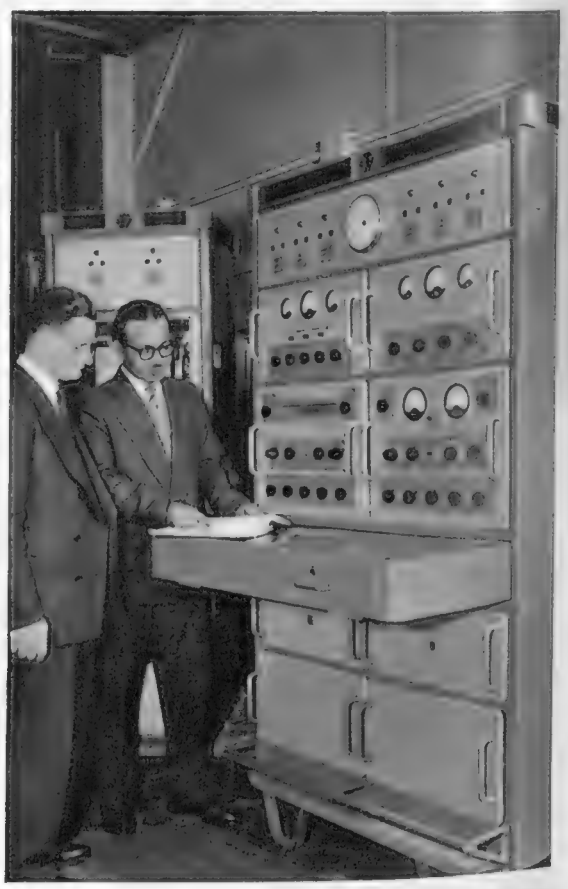
MEASURING THE GAIN OF THE AMPLIFIER: The technician carries out further work in testing the Blood Pressure Follower. Every model produced from the Shepperton works is tested for life service for about a week. Human life may depend on the reliability of the machine and no risk of a breakdown can be taken.

On right—

INSTRUMENTS FOR INDIA

Mr. Sen Gupta, an engineer from the Fuel Research Institute at Jealogora, in Bihar, India, works with a technician on an electron microscope. They are in the works at Trafford Park, Manchester, of Associated Electrical Industries (Manchester) Limited, which was formerly Metropolitan-Vickers Electrical Co. Ltd., the manufacturers of the instrument. Mr. Gupta is undergoing a course of training on the installation and maintenance of electron microscopes and mass spectrometers at the Trafford Park works. From funds supplied under the Colombo Plan, the Crown Agents for the Colonies have ordered an electron microscope and a mass spectrometer from Associated Electrical Industries to be supplied to the Fuel Research Institute at Bihar.





AN ENGINEER FROM NORTH-EASTERN INDIA: Beside a mass spectrometer, Mr. Sen Gupta stands with an official at the Associated Electrical Industries' works in Manchester. Mr. Gupta is on a course in this country.

On left—

THE AIRCRAFT MERGERS

Sir Thomas Sopwith, the Chairman of the Hawker Siddeley Group, addresses the Group's annual meeting. From left are Mr. J. Robertson, a director, and Sir Roy Dobson, the Managing Director. During his speech, Sir Thomas said that the group was "not particularly anxious" to add to its aircraft interests in the U.K. Hawker Siddeley are taking over Blackburn Aircraft and the de Havilland Group.

BRITISH EXPORTS TO THE ARGENTINE

At London Airport on Wednesday of last week are, from left: Mr. R. Fenn, of Douglas Griggs Engineering Ltd.; Mr. W. J. R. Cupples, of Vickers-Armstrongs (Tractors) Ltd.; and Mr. E. A. Hearn, of Thomas Green and Son Ltd. They are members of a team representing British manufacturers, and were on their way to Buenos Aires to complete negotiations for the sale of construction equipment to the Argentine. Other companies in the consortium are the International Harvester Co. of Great Britain Ltd.; Ruston-Bucyrus Ltd.; Jack Olding and Co. Ltd.; Blackwood Hodge; Frederick Parker Ltd.; Blaw Knox Ltd.; Houchin Ltd.; and F. E. Wetherill Ltd. The consortium was formed last year and negotiations for the sales have been in progress for some months.

A BUILDING CONSTRUCTED IN A HURRY

The small two-storey factory extension at Canning Town, London, was built for Mitchell and Co. (Engineers) Ltd., by Holloway Brothers (London) Ltd., in the short time of 13 weeks. When Mitchell and Co. were awarded a large overseas contract, which meant production had to start at the beginning of 1960, they were faced with a lack of manufacturing space. In order to provide this, additional premises had to be built at the existing works. The contract was awarded in August of last year and Holloways had only three days' notice to start work. The design was kept simple—a straightforward reinforced concrete framework. Time for design and construction was saved by feeding drawings through the Engineers' and Contractors' offices to the site as the building progressed. Not only was the building completed on schedule, but it was possible to move in plant from the eleventh week onwards.

On right—

PROGRESS ON THE NEW ROADS FOR BRITAIN: Workmen are engaged in the construction of the flyover which will carry the A.20 road over the Maidstone By-pass at Hollingbourne. The site is about four miles to the east of Maidstone. The By-pass will cost about £2,500,000.

MODERNISATION AT A LONDON STATION

At Liverpool Street Station, one of the London termini of the Eastern Region of British Railways, work is in progress on the remodelling of platform No. 10. It is being straightened, widened and resurfaced; in this picture the crane is lowering a massive slab of concrete in position alongside the existing structure. At present, extensive work is in progress on the electrification of lines running from Liverpool Street to Chingford, Enfield, Hertford East and Bishop's Stortford. In addition, other modernisation work is under way elsewhere in the Region. Along the routes some stations are being rebuilt and others lengthened to accommodate the longer trains when the new electric services come into operation. Among the stations being rebuilt are those at Harlow and Broxbourne. During the course of the electrification work many bridges along the tracks have had to be raised in height, or rebuilt.

The Sphere of Travel

THE BEST OF HOLIDAYS

In Finland, Scandinavia, the Benelux Countries, Germany and Switzerland

By GORDON COOPER

IT is, alas, a travel writer's lot to have to scurry round various countries at high speed. At the same time, I often have a longing to enjoy a Sabbatical Year, that institution whereby professors, teachers and some other sensible folk take a whole twelve months to engage in leisurely journeys. It is with this in view that I offer the following suggestions for holidays abroad, for they are all ideas that I would like to incorporate in my own "lazy" travel year.

FINLAND.—There is a Finnish saying: "God created time, but he said nothing about hurry." So if you want to go to this northern land, perhaps my chief favourite among the smaller countries of Europe, then you must for a time forget the word "hurry." How better, then, than to enjoy the beauty and solitude of the vast Finnish Lapland, with its forests, fells and lakes. There are in Northern Finland a number of comfortable tourist inns whence you can set out on hikes. The inn at Pallastunturi is one recommendation, and it is easily reached by post-bus from Rovaniemi (linked to Helsinki by air service). From this lonely spot, I would take to the Pallas-Hetta trail, with its marked path which winds its way through forest and over fells, to reach the village of Enontekiö—an 80-mile walk—spending the nights in one or other of the empty log cabins along the trail, or even sleeping out in the open under the spruce trees, for the ground there is soft and dry, while the air is balmy. There are the superb sunsets for two hours each evening. From Enontekiö you can take the post-bus back to Pallastunturi, and if you do not find this the best of all possible holidays I will be most surprised.

SWEDEN.—For this Scandinavian country I offer two unusual suggestions: the first is another opportunity to stretch your legs, by making a tour through some of the wildest country of Sweden's Arctic Lapland. Here in this primeval, untouched wilderness there is the King's Way, a long-distance footpath, threading its way through a region of high mountains, from Abisko to Kebnekaise. Ramblers' Association Services have organised three conducted tours along this trail, but previous hard mountain-walking experience is desirable. My second suggestion offers a much easier holiday: an Architectural Tour in Sweden, which takes you to some of the most famous examples of modern architecture. This tour (July 2–16) is organised by Erna Low.

NORWAY.—Why not combine an early summer holiday in this country with a visit to the Bergen Festival (May 27-June 12)? On this occasion there are concerts of Grieg's music at his own home at Troldhaugen; Ibsen's plays; folk-dances and ballet. Then you could follow up by a leisurely coach tour through the fjord country and Jotunheim Mountains, and back to Bergen. Or you could take the steamer to Oslo, calling at various ports along Norway's southern coast, a part of the country which merits more attention than it now receives.

DENMARK.—Everything about this small country is refreshing, not least its most hospitable people. I love especially Copenhagen, the "City of Steeples," which is full of fascination. With its clean, wide, tree-lined streets, fine shopping centres, theatres and restaurants, it provides a holiday full of variety. A feature of the city is the delightful Tivoli Gardens, where you can enjoy a variety of first-class attractions at shoe-string cost. The charming coast and hinterland just outside the city offer a wide range of excursions, while for a peaceful holiday I would recommend the enchanting island of Bornholm (reached by air or overnight steamer from the capital), which is fairly called Scandinavia-in-miniature. Its *round churches* are unique in Europe and the island's doll-like chief town, Rönne, is one of the quaintest communities in Europe. I would recommend Gudhjem for a stay.

HOLLAND.—To me, a travel experience which rivals palls is to arrive by night boat at Hook of Holland. Passing through the smartest customs officers in Europe, I take my first cup of Dutch coffee, smoke a Dutch cigar and feel happy and contented. Then I set out across the countryside, each time discovering its delights: its polder landscape; the sailboats gliding between green meadows and grazing cattle, with the clear Dutch sky overhead and the gabled houses of the medieval towns. An excellent way of getting to know this "secret" country is to go on a cruise of its waterways. If you go in April there are the bulbfields to be seen in full display, while there are also the Keukenhof Gardens. I have visited this glorious park on three occasions and would willingly return again and again. In addition, such a cruise enables you to visit leisurely Amsterdam, Haarlem (its Frans Hals Museum is as entrancing a place of its kind as any in Europe), The Hague (where the Binnenhof is floodlit in summer), Gouda, Dordrecht and Rotterdam. This year, by the way, Rotterdam is staging the "Floriade," the largest international horticultural exhibition ever organised. Yacht Holidays, European Yacht Cruises and Cornelder are three firms offering these waterway cruises.

BELGIUM.—There is no country in Europe that offers such a diversity of traditional festivals as does Belgium. Take Verviers, for instance, nineteen miles east of Liège, on the main railway line. It is famous for its wool and linen cloths and also for its cakes and fruit tarts. The town, too, is favourably placed for excursions to picturesque localities of the region: to the north, the plateau of Herve, with its splendid orchards in flower during the spring, the Val-Dieu Abbey, and the historic castles; to the south, there is the wild immensity of the Fagne, the forest of Hertogenwald and the lakes; Theux and the ruined castle of Franchimont and its famous racing track; Stavelot and the ruins of its abbey.

GERMANY *From the waters of Lake Constance rise the decorative buildings of the town of Meersburg, which is crowned by the castle, with its medieval keep. The German resort is surrounded by vineyards and the local wine is outstanding.*

GUIDES TO AFRICA

The first issue of the *Guide to South Africa*, published for the Union-Castle Line, came out in 1893, in the middle of the gold-mining boom. As Africa has developed enormously, so the Guide has grown in its scope and the detail of its information. The *Year Book and Guide to Southern Africa* 1960, and the *Year Book and Guide to East Africa*, edited by A. Gordon Brown, are published by Robert Hale at 10s. 6d. and 8s. 6d. respectively. These useful and comprehensive books now contain a Hotel and Restaurant Guide.

FURTHER AIR SERVICES AND CAR-SLEEPER EXPRESSES IN EUROPE

Most people think of flying to Lisbon when they are contemplating a holiday in Portugal, but there is a night tourist service to Oporto which is much more convenient for resorts like Povoa de Vazim or Esposende, which lie on the coast to the north. During May there will be a service from London on the 11th, 18th and 25th of the month, and from June onwards, on Wednesdays and Fridays of each week. The return fare, valid for thirty days, is £33 7s. mid-week and £37 18s. at the week-end. Viscount aircraft will be used by the operating company, Transportes Aereos Portugueses.

From May 27 until October 15, 1960, El Al Air Lines will operate five Britannia flights weekly between London and Tel Aviv.

Two car-sleeper expresses, which are becoming increasingly popular, are the Ostend to Munich and the Ostend to Milan. This summer there will be two departures a week to Milan, on Wednesdays and Saturdays from July 13 to September 3, on Saturdays only from June 4 to July 9, and on Saturdays, September 10, 17 and 24. Return journeys can be made on Sundays from June 5 to September 25, and on Thursdays as well from July 14 to September 4. The return fare for cars less than 14 ft. 6 ins. in length is £36 15s., and for cars exceeding that length £41 10s. Fares for passengers, first class, are £18 12s. return and second class £12 15s. return. Sleeping cars for both first-class and second-class passengers will be available and there will be *couchettes* for second-class passengers. Anyone considering taking a car to Italy will be at a great advantage by using this service. At least two overnight stops will be saved en route.

The service to Munich leaves on Fridays and Thursdays, from June 10 to September 9. The return service leaves on Saturdays and Wednesdays, from June 11 to September 10. Cars up to 14 ft. 6 ins. in length cost £25 4s. return, and those exceeding that length £29 4s. return. An adult's first-class return fare from Ostend to Munich is £16 13s. and second-class return fare is £11 6s. *Couchettes* will be available for second-class passengers and sleeping cars for both first-class and second-class passengers. Both car sleepers will run in connection with the car-ferries of the Belgian State Marine, sailing between Dover and Ostend.

A sleeping-car service is to be introduced on May 29 between the Hook of Holland and Moscow for holders of first-class tickets only. There will be both single and double compartments. The introduction of second-class compartments is under consideration. As far as Berlin the sleeping cars will be serviced by the International Sleeping Car Company, and after that by personnel of the U.S.S.R. Railways. On the first day passengers will leave London at five past ten in the morning, arriving at Berlin at 8.24 a.m., Warsaw at 7.43 in the evening, and on the third day arriving at Moscow at 9.30 at night.

Sailing from Venice every other Sunday from May 8 to August 28 and on September 18, the motor yacht *Sea Queen* will cruise for thirteen days, visiting ports on the Adriatic coast of Yugoslavia, including Split, Dubrovnik, and Rab. Twelve passengers are accommodated in seven cabins on this quite small but very comfortable motor yacht, of 150 tons displacement. Fares range from £66 to £96.

Guernsey airport has a new runway and a new terminal building, ready for the Viscount aircraft which will run there this summer for the first time. W. D. C. C.

NORWAY *Under the precipitous and rocky sides of the fjord the houses of Olden are dotted along the waterside. It is one of the places which can be visited during the tour by steamer along the fjords of the southern coast of Norway, a part of the country which possesses a little-known charm.*

Verviers also has its own folklore: puppet performances of the Nativity and, above all, its "Flying Cat." This is not a legend but an historic fact. It originated in 1641, when an apothecary of the town, a would-be inventor, had the idea of attaching blown-up pigs' bladders to a cat and throwing it from a church tower. The cat landed on its paws and ran away. Some years ago a festival committee resurrected the idea—a toy cat attached to a small balloon. The spectacle proved so popular that a "Flying Cat Brotherhood" has now been formed which will make the cat fly every year. The event will probably take place on the third Sunday of June, bringing to an end the great annual fancy-dress procession.

LUXEMBOURG.—Not far distant from Liège, at Echternach, in the Duchy of Luxembourg, there takes place each year, on Whit-Tuesday, another remarkable ceremony: the famous Dancing Procession, which dates back probably to pagan times. This is one of the most curious traditional events in Europe, and is well worth a visit. Echternach is itself a popular tourist centre, while another pleasant resort is the nearby village of Bergdorf, situated in the centre of Luxembourg's "Little Switzerland." Here there are some of the most picturesque landscapes of the Grand Duchy, with many opportunities for beautiful and quite easy walks. All over the country, however, there are opportunities for the walker, and no country is better supplied with well-signposted footpaths, ranging in length from 15 to 40 miles. Details can be obtained from the National Tourist Office.

GERMANY.—For a delightful lakeside holiday, I would recommend the historic old town of Meersburg, built high above Lake Constance. With its narrow, cobbled streets and old buildings it offers a charm that is difficult to resist. It is surrounded by vineyards—the local wine Meersburger Weissherbst is outstanding, and it is a perfect complement to the tender, trout-like Vlaufelchen, the Seeforelle, and Sandfelchen, all varieties of the salmon found in the lake. The town is situated on the edge of a warm lake which provides ample opportunity for swimming, fishing and sailing, and is also an excellent centre from which to make many excursions, including that to Salem, where the Duke of Edinburgh spent some years as a student at its international college.

The ancient castle in Meersburg, with its medieval keep, is a "must." From the battlements one has a wonderful view across the lake to the snow-capped mountains of Switzerland. At night the many-coloured lights of Constance can be seen reflected in the water, and this nearby frontier town provides a rewarding visit. Other resorts in all the lakeside countries (Germany, Switzerland and Austria) are within easy reach by steamer—a weekly "season" costs only £2—while as a place to stay, I can recommend that beautiful old hotel in the market-place, the Bären, which has an excellent cuisine, while in the wine-tavern Becher, at the lake-end of Meersburg, you can appreciate the local wine to the full, as well as getting a good meal in rustic surroundings.

SWITZERLAND.—Flower tours for enthusiasts, conducted by an expert, to the Valais are offered by Erna Low. A sailing school at the Lake of Thun is organised by Ramblers' Association Services, who also plan a rather unusual holiday in Switzerland for railway enthusiasts. A nine-day holiday there is based on Brunnen (Lake of Lucerne), and the itinerary includes a visit to the new Swiss Transport museum in Lucerne, a full-day visit to the famous nine-mile-long Gotthard Tunnel, with an inspection of the tunnel, signal-boxes, avalanche sheds, spiral tunnels and locomotive depot, a full-day visit to Zürich Station and its installations, and an excursion to the aerial cableway and rack railway up Mount Pilatus. This holiday costs an inclusive £36 15s. and there are only two departures: July 2 and August 13. I need hardly add that Switzerland has one of the most up-to-date railway systems in the world, and such a holiday must be a veritable delight to almost every boy. The parents, if not train-minded, would find Brunnen, too, as pleasant a spot as any on the Lake of Lucerne. It commands a perfect view of the two finest arms of this most spectacular lake; it has fine gardens and promenades; and it is an excellent base for excursions, including the Three Passes Trip. Two pleasant first-class lakeside hotels are the Waldstätterhof and Willimann's Grand Hotel. More moderate in price is the Hotel du Lac-Hirschen.

FOR FURTHER INFORMATION:

FINLAND—*Finland House, Haymarket, London, S.W.*1.
SWEDEN—52, *Conduit Street, W.*1.
NORWAY—20, *Pall Mall, S.W.*1.
DENMARK—3, *Conduit Street, W.*1.
HOLLAND—38, *Hyde Park Gate, S.W.*7.
BELGIUM—167, *Regent Street, W.*1.
LUXEMBOURG—167, *Regent Street, W.*1.
GERMANY—6, *Vigo Street, W.*1.
SWITZERLAND—458, *Strand, W.C.*2.

SPECIALIST TRAVEL FIRMS MENTIONED:

Ramblers' Association Services, 48, *Park Road, N.W.*1.
Erna Low Travel Service, 47, *Old Brompton Road, S.W.*7.
Yacht Holidays, 85, *Buckingham Palace Road, S.W.*1.
Cornelder's, 114, *Shaftesbury Avenue, W.*1.
European Yacht Cruises, 36, *Edgware Road, W.*2.

TRAVELLING THROUGH THE YEARS FROM 1900 TO 1960

The golden age of pleasure travel abroad has now almost reached its apogee, although during he last sixty years it has suffered serious setbacks because of three wars in which we were involved and the economic crisis in the early '30's. The forms assumed by tourism in the intervening periods have been in full accord with prevailing economic principles. Thus, during the early years of the era tourists were almost entirely of the upper and middle classes. Nowadays, however, wage-earners and labourers have come to enjoy their full share of cheap excursions, abroad as well as at home. Special forms of group travel—such as cruises, co-operative holiday schemes, chains of hostels—are now devised to meet the needs of the "under-privileged" sections of society.

Outstanding features in the tourist industry have been the great development of air transport, the extensive efforts by the Governments to develop tourism within their boundaries, the vast improvements in the arts of catering to, and accommodating, travellers, due mainly to the demands made by American visitors, and the encouraging development of youth travel. One can claim that to-day any ordinary holidaymaker can travel to almost any country without a scratch, and without serious detention or delay.

Prices have changed considerably since the first decade of the century. The return fare then to Paris from London was only a guinea. A conducted tour, by Cook's, to Lower Egypt was offered at 33 guineas, and Mediterranean cruises were from 15 guineas. A conducted tour to Rome (with seven nights' accommodation) cost £10 10s., and to Montreux for £8 8s. A fortnight in Torquay cost £5 13s. 6d. inclusive, and a fortnight at Hastings £4 17s. 6d. Conducted tours of the South African battlefields were being offered at 150 guineas return.

Outstanding events in 1900 included the Paris Universal Exhibition (many of the exhibits were not ready for the opening) and the Oberammergau Passion Play, which "promises to eclipse all its predecessors in popularity." It was presented on twenty-eight occasions, compared with eighty-eight performances planned for 1960. Queen Victoria visited Dublin in April—six reigns ago—and special tours were offered at £15 15s. from London. There were also special tours to Talavera, in Spain, to witness the eclipse of the sun—£30 first-class return.

But there was not, as in 1960, a "Home from Home" Holiday at Ostend, offered by a well-known agent. Here, clients "can be sure of morning and afternoon tea; eggs and bacon for breakfast; English menus and the English newspaper each day . . . while all around is the thrilling Continental atmosphere!" This all seems an anti-climax to my ideas on foreign travel.

The World of Books

THE GENTLEST OF GENTLEMEN

George Herbert and Robert Herrick; a History of the Mail-coach; European Poetry of the Twentieth Century; Shelley; Adventures of the Mind; Greek Historians; and This Week's Fiction

GEORGE HERBERT came of a long line of warriors; Robert Herrick from a middle-class background of Leicester businessmen. They were born less than two years apart, both graduated from Cambridge, both became country clergymen in 1630, and both were poets. In other respects there was little enough to link them except the quality which Miss Marchette Chute has celebrated in the title of her double biography, TWO GENTLE MEN (Secker and Warburg. 25s.). Living in the times of James I and Charles I they were also notable for being men of peace in an age of wars, and, as their stories are told here with fine scholarship and a restrained but elegant literary style, they are shown to be men of contrasted natures but very great sensibility.

George Herbert was neither belligerent nor, in our modern jargon, extrovert. Instead, he was a contemplative, a man of deep religious feeling and, before anything else, a poet. "George Herbert had never succeeded in bringing the whole of himself to any career he could find in the world," writes Miss Chute, "but he did bring the whole of himself to his poetry. Lover, courtier, musician, craftsman, he could turn all his skills into servants when he talked to God."

Robert Herrick, who "shared the family gift for having a good time," wrote some of the happiest poetry in the English language. He was first apprenticed to the Goldsmiths' Company, found this uncongenial, was released from his contract, and went to Cambridge, where he behaved extravagantly, decided to study law, and finally entered the Church. But it could scarcely be said that Herrick was a devout parson and it was not long before he joined the fantastic company that surrounded Ben Jonson. But his poetry remained inviolate, and was to prove the most important thing in his life. In this devotion he was like Herbert, and like Herbert, too, he was a gentle man in an age that was far from gentle. "They refused to interfere with their neighbours when interference was almost a duty. They did not try to change the world, but only to write well." This book is nothing short of a delight and I recommend it to you as a reader's oasis of peace.

THE MAIL-COACH MEN OF THE LATE EIGHTEENTH CENTURY (Cassell. 30s.) is an explanatory title which still does not give much idea of the interest and even the excitement of the subject which Mr. Edmund Vale has treated with such thoroughness in this valuable book. Mails in this country were carried and delivered in a way that was haphazard, since it relied on the honesty of individual post-boys, and was run on erratic schedules. It was left to a theatrical proprietor to organise a service by which mail-coaches ran to an exact time-table and covered the greater part of England. When Palmer fell from favour it was to the energetic Mr. Thomas Hasker that the task devolved, and it was he, with his minute and detailed planning, his insistence on time sheets, safety devices and a high standard in horses, drivers and attendants which made the Mail—later the Royal Mail—the splendid organisation which it became. Mr. Edmund Vale has quoted freely from both Hasker's correspondence and documents of the period, he has illustrated his history with a fine selection of prints and photographs, and he has given a comprehensive picture.

With the next four books we return to literary matters, and first of all to poetry. Mr. J. M. Cohen, critic, translator, scholar and poet, has made a survey of what he considers to be the best poetry written in the chief European languages in the past fifty years. POETRY OF THIS AGE, 1908-1958 (Hutchinson. 25s.), therefore has an immense scope and Mr. Cohen pursues his theme of comparison and criticism through Italian poetry, French, English, German and Spanish, quoting freely and constantly, generally in the original, except in such cases as Pasternak's poems, which were translated from the Russian by the writer himself, ten years ago or more. Not everyone will agree with all Mr. Cohen's conclusions, but there is no doubt of the profundity of his thought or the width of his erudition.

SHELLEY: HIS THOUGHT AND WORK (Macmillan. 42s.) is, in at least one respect, a very unusual piece of constructive criticism, since its author, Mr. Desmond King-Hele, is a scientist, at present engaged on research into the problems of guided missiles and satellites, and occupies the post of Principal Scientific Officer at the Royal Aircraft Establishment at Farnborough. But it seems that his interest in literature has been lifelong and that Shelley has been the chief focus of that study. In any case, he has written a most intelligent, clearly-stated and provocative book about the poet and his interests, which included, as we all know, a reforming zeal in respect of social and political questions, a devotion to the Greek way of life and to the natural world, and, as Mr. King-Hele points out with justice, a considerable interest in science. I found this book more than interesting; a fresh and enquiring approach to Shelley.

"The mind adventures and the mind stays at home," writes Mr. Mark van Doren in his introduction to ADVENTURES OF THE MIND (Gollancz. 21s.), an impressive compendium with contributions from thinkers as distinguished, and as varied in their careers and purposes, as Fred Hoyle, Dame Edith Sitwell, Professor Brogan, Father D'Arcy, Bertrand Russell or, from America, the atomic scientist, Robert Oppenheimer,

A FAMOUS SCOTTISH AUTHOR IN SWEDEN: At the airport in Stockholm, Mr. Eric Linklater (right) is seen with an old friend, Hr. Karl-Ragner Gierow, the head of the Stockholm Dramatic Theatre. Mr. Linklater was in Sweden for a brief visit, during which he addressed meetings in Stockholm and Gothenburg, and went to Norkoping where he attended an English Book Exhibition.

Lewis Mumford, Walter Gropius, Aaron Copland and Professor Hayakawa, among others. The book is well titled and its contents, when read less than continuously, are most stimulating.

THE GREEK HISTORIANS (Chatto and Windus. 30s.) is a book which one may justifiably hail in the present, but which one cannot help feeling would have been far more of a help if it had appeared during one's later school days. Mr. M. I. Finley is an American Fellow of Jesus College, Cambridge, who has selected and edited these translations from the best passages of the writings of Herodotus, Thucydides, Xenophon and Polibius. Mr. Finley has been generous with his choice of these superb historical passages and his introduction is a model of clarity and essential information.

And now for the novels which this week come from England, as might be expected, and also from America, from British Guiana, and, as far as the settings are concerned, from Spain, Morocco, Malaya and Palest

SHOW ME A LAWYER (Michael Joseph. 15s.) is English entry for the Novel-of-the-Week Stakes and think, a possible winner. The author is himself a solici and has chosen, for proper anonymity, a pen-na "Peter Bryan." As Bryan he has a lively, even pe style, and a relish for the more comic moments of hero's and his own profession. Funny, more percept than the bland manner would allow, and a welco instrument for pricking windbags.

LATTICED ECHOES (Secker and Warburg. 18s.) Mr. Edgar Mittelholzer's new novel, announced as first in a trilogy. We are told that he is an ardent lo of the music of Wagner and this first of the series announced as a novel in the *Leitmotiv* manner. musical-fictional plan is therefore clear to other stude and appreciators of Wagner's music, and they will be a to follow, without any difficulty at all, the constructi of the plot and the fairly obvious allusions to the technic of drama, narrative and poetry. What the reader has decide is whether this makes for an integrated a acceptable novel. In my own view, this is a successfu wrought novel only in so far as the story itself, apart fr the mechanics of expression in this medium, is stro enough to retain the reader's interest. The scene British Guiana and the four characters who carry plot are two married couples, young and, with exception, coming to a Caribbean country for the fi time. The complications are partly racial but, for a mu greater part, emotional, and the whole story is told dialogue, interspersed with uneasy impressionistic devi of unspoken thoughts. Uneasy, in fact, is a fairly go word to apply to this restless but ambitious piece of wo

DON CHATO (Gollancz. 16s.) is a most amusi and original character sketch—in length and depth— that extremely talented writer, Mrs. Anne Sinclai Mehdevi, who, not too long ago, wrote *Persian Adventu* The hero, if that is the word for him, is a superb creatio He is the lone doctor, sketchily qualified for his wo in a remote Spanish coastal town, and he is a truly con character; proud, shy, pretentious, honest and complet human. If this is Mrs. Mehdevi's first novel, then all can hope is that it will have at least a score of successo

THE MAN OF WAR (Hutchinson. 16s.), M. François Ponthier, is a story about two professio soldiers, dedicated to the trade of war and carrying o their grim business in North Africa, a region well kno to the writer. For the latter reason this is a tale with very authentic impact, and it would not be an exaggerati to say that even the prose and the manner of its telli has something military, spare and urgent about it.

The same is not exactly true of BLACK RICE (Hodd and Stoughton. 15s.), which relies far more on M Katharine Sim's truly remarkable gift of conveying visual picture of Malaya, its people, scents, smells a intrigues, than on dramatic action. This is Mrs. Sim third novel and the third valid reason for regarding h as an author of rare gifts of perception and taste.

Finally, THE CROWN AND THE CROSS (Jarrold 18s.), a reconstruction of the life of Christ, by Dr. Frank Slaughter, yet another physician turned novelist, a possibly yet another writer headed for popular succes I confess that I have never been wholly in sympathy wi books of this nature, but I can at least recognise t integrity of this one and its painstaking preparation.

Vernon Fane

THIRTY YEARS OF PARLIAMENT

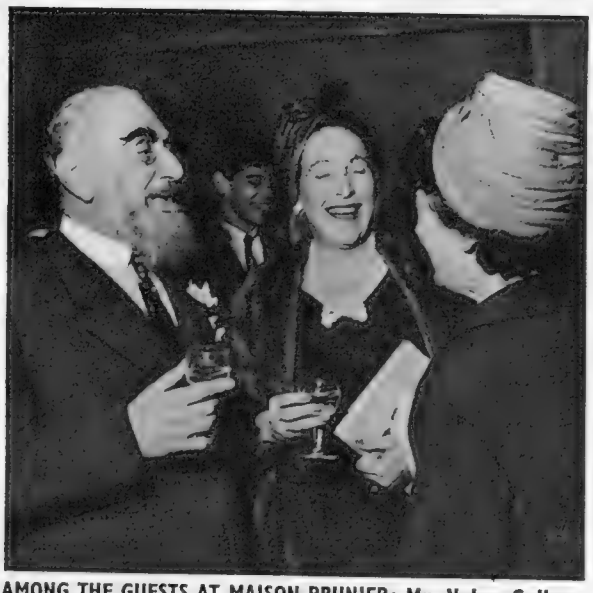
A Selection of House of Commons Reports

Politicians as a breed may not enjoy very high standing. There is a tendency to label them as all of a kind, and to leave it at that. Parliament, their workshop, enjoys, on the other hand, the highest public regard; the attitude is almost reverential. Those who know its workings from within, its moods of generosity, and its historic moments, become more than ever its admirers. One such was the late Harry Boardman, the son of a Macclesfield hand-loom silk weaver. He went to work as a journalist in the North Country, starting on Warrington and Wallasey papers. Finally, he graduated to the *Manchester Guardian*, where C. P. Scott set him on the road to becoming a Parliamentary reporter. Boardman was political correspondent of the *Manchester Guardian* from 1929 to 1958. Under the title of THE GLORY OF PARLIAMENT (Allen and Unwin. 21s.), Francis Boyd has compiled a selection of Boardman's most penetrating Parliamentary articles. Particularly fascinating are the contrasts in character and behaviour revealed by Churchill and Attlee in their House of Commons careers. Churchill, with his zest for the political arena and his broad humanity, emerges time and time again as the master of the great Parliamentary occasion. Attlee, "one of the most truly modest men ever to engage in politics," emerges as a man of great concentration of purpose. A sombre chapter in this record is Boardman's account of the successive Suez debates. In modern times this was Parliament's furious hour. The deep passions it stirred are vividly recorded.

Politics certainly run in the Benn family. The late John Williams Benn was a power at London's County Hall in Edwardian days, One of his sons, Lord Stansgate, was a Secretary of State for India, and is now no mean performer on the floor of the House of Lor A grandson, Wedgwood Benn, one of the up-an coming stars of the Labour Party, has found politi recognition in part through the medium of televisio Yet another remarkable member of this family was t late Sir Ernest Benn, brother of Lord Stansgate, wh while guiding the fortunes of his Fleet Street publishi house, sought to bring to the notice of the world t gospel of individualism. It was Ernest Benn's philosop to cry out against the planners and to uphold the rig of the individual. Benn was the spokesman for particular interest, but for an idea, for one aspect Liberalism. If in his own lifetime he seemed a voi crying in the wilderness, there is no doubt to-day th his beliefs are much more widely held. Deryck Ab historian and journalist, has written a delightful bi graphy of this opponent of the bureaucrats. It entitled ERNEST BENN: COUNSEL FOR LIBERT and is written, as it should be, with a very keen sympat for all the things that Benn stood for in his day. T publishers are Benn (the third generation); price, 2

In THE LONELY BATTLE (W. H. Allen. 18 Desmond Wettern has written a remarkable story one man's adventures in Shanghai after his colleagu had been taken prisoner from the river gunboat *Peter*

THE SILVER JUBILEE OF A FAMOUS LONDON RESTAURANT: M. Jean Chauvel (left), the French Ambassador to Britain, and Madame Chauvel talk with Madame Prunier (centre) and her son. The occasion was a reception at Maison Prunier to celebrate the twenty-fifth anniversary of the opening of the restaurant in London's West End.



AMONG THE GUESTS AT MAISON PRUNIER: Mr. Nubar Gulbenkian, the oil magnate, and his wife are seen with Lady Dashwood (right) at Prunier's silver jubilee reception.

MEMORIES OF TWENTY-FIVE YEARS: The Mayor and Mayoress of Westminster, Group Captain G. H. Pirie and Mrs. Pirie (right), are in one of the rooms of Maison Prunier. On the walls was an exhibition of pictures and documents illustrating some of the events during the twenty-five years of the restaurant's existence. The Mayor of Westminster and the French Ambassador stood by Madame Prunier when she cut the silver jubilee cake after she had made a short speech, speaking of her great affection for London and Paris. The Maison Prunier restaurants in both cities have an international reputation for fish and other sea foods.

THEATRICAL AND OTHER OCCASIONS IN LONDON

On left—

"LA FILLE MAL GARDEE": During rehearsals for the new ballet by Frederick Ashton for the Royal Ballet at Covent Garden, in London, Stanley Holden, as Mother Simone, performs a clog dance, watched by Frederick Ashton and Nadia Nerina. Reputed to be perhaps the strongest technician of the Royal Ballet, Nadia Nerina takes the leading role as Lise. It is the first time that Ashton has created a leading role for the ballerina. *La Fille Mal Gardée*, which was due to have its world premiere at Covent Garden last Thursday, is, with one exception, the oldest work in the world repertoire. It was first created at the Grand Theatre, Bordeaux, in 1789, with original choreography by Jean Dauberval. Subsequently the score, the authorship of which is unknown, was revised by Ferdinand Herold, using interpolations from Rossini. In 1864, the ballet acquired another score, by P. L. Hertel, which became the usual music for the ballet. The new production at Covent Garden returns to the Herold version and has new choreography to the Dauberval libretto.

A STRONG ELEVEN

Quite certainly Samuel Travers Carter, of the *Dolly Dialogues*, was no relation of the Carters of Portsmouth, tradesmen and brewers, who, generation after generation, proved good at need and as mayors, sheriffs, magistrates and M.P.s served their own neighbourhood in Hampshire. When, about the beginning of the nineteenth century, they joined forces with the less utilitarian Bonhams, they invested and occupied Petersfield and made it a family stronghold. An industrious, clever race, they specialised in enormous families, fought for religious liberty and rose high in a number of professions. Thus Harry fathered eleven sons, of whom I suppose Sir Edgar, Sir Charles and Sir Maurice proved *primi inter pares*.

The author of IN A LIBERAL TRADITION, Victor Bonham-Carter (Constable. 30s.), is Sir Charles' son and has compiled a *pastiche*, well-written, if not exciting, from material to his hand: family records, a considerable memoir left by his father, who was Governor of Malta after a fine record as active soldier and pioneer of army education, and a plan of operations for the 7th Division in the Battle of the Somme. Clearly, then, the material to his hand dictated the form of his book and the title he chose only very loosely welds it into an "argument."

Of all those efficient sons I think only the youngest, Maurice, has held on to the Liberal label. He married Lady Violet. But in heart and education and industry they were liberal and it would be hard to match a family eleven so consistent and successful in keeping their end up. In the wider field of public service, they can be compared with the Surrey Caesars on the cricket field. You will not find a more wholesome book among current publications.

John Gore

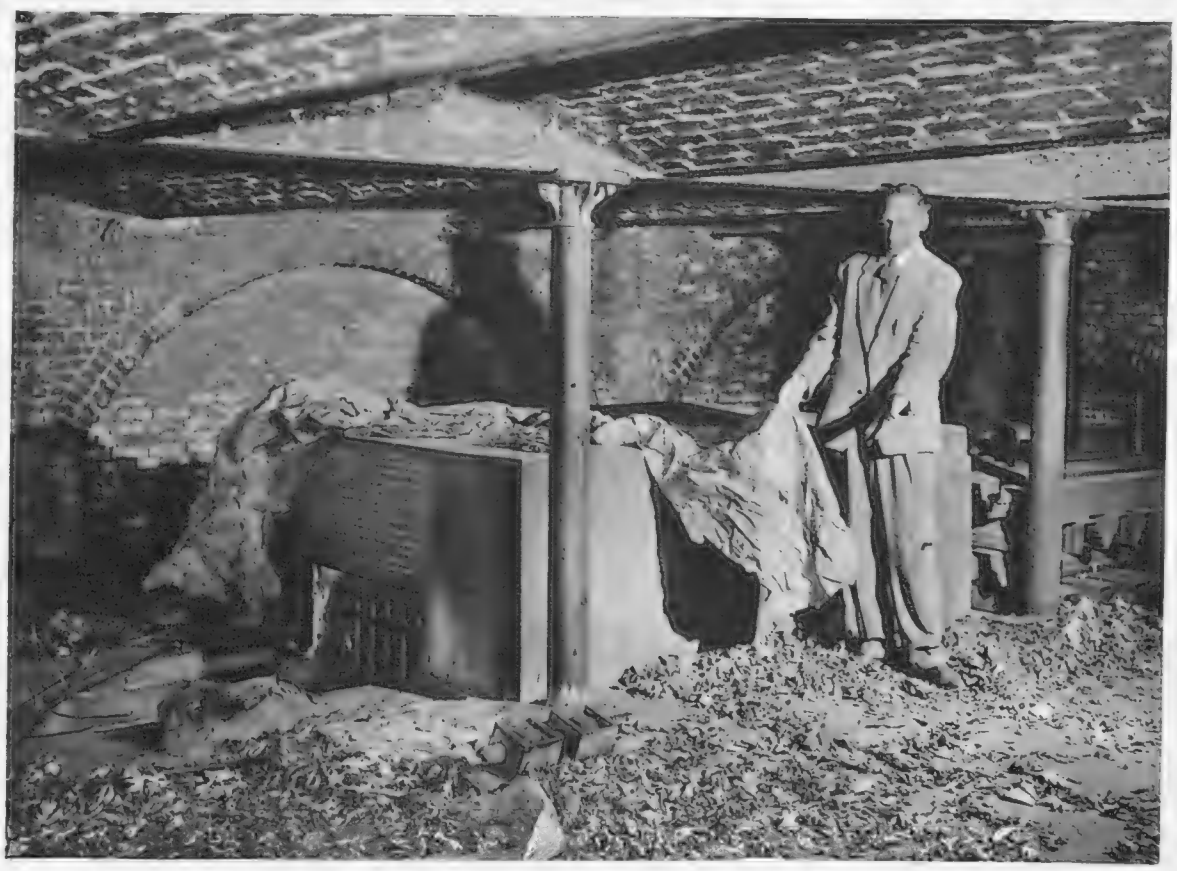
This man was Jim Cuming, of Sheffield, and how he escaped detection for four years, during which he fought his own lonely battle against the Japanese, evokes unstinted admiration.

FROM LIBYAN SANDS TO CHAD (Museum Press. 27s. 6d.) is Nigel Heseltine's account of his third crossing of the Sahara. He set out in a jeep, but ended on a camel with only a native guide. What emerges from Mr. Heseltine's writing is the extraordinariness of the Sahara, with its valleys, mountains, dunes and lakes.

Two additions to the Masterpieces of World Literature Series are THE HEPTAMERON (Elek Books. 25s.), the tales of Marguerite Queen of Navarre; and THE SATYRICON (Elek Books. 21s.), by Gaius Petronius. The *Heptameron* is inclined to be tedious, for love in all its guises demands a sustained literary mastery. That mastery belonged to the translator, Arthur Machen, but perhaps not to the Queen of Navarre. *The Satyricon* is quite a different kettle of fish. This picture of everyday life in the early Roman Empire is full of wit and vivacity. The translation from the Latin has been most racily achieved by Jack Lindsay.

Of interest to the specialist is Margaret Cabell Self's HORSEMASTERSHIP (Thomas Yoseloff. 35s.). A treatise on methods of training the horse and the rider, the book has the advantage of some really excellent diagrams and photographs. Anyone teaching riding to-day will find this voluminous work of the greatest assistance. It is obviously the product of wide reading as well as half a lifetime of personal experience.

R. C. E.

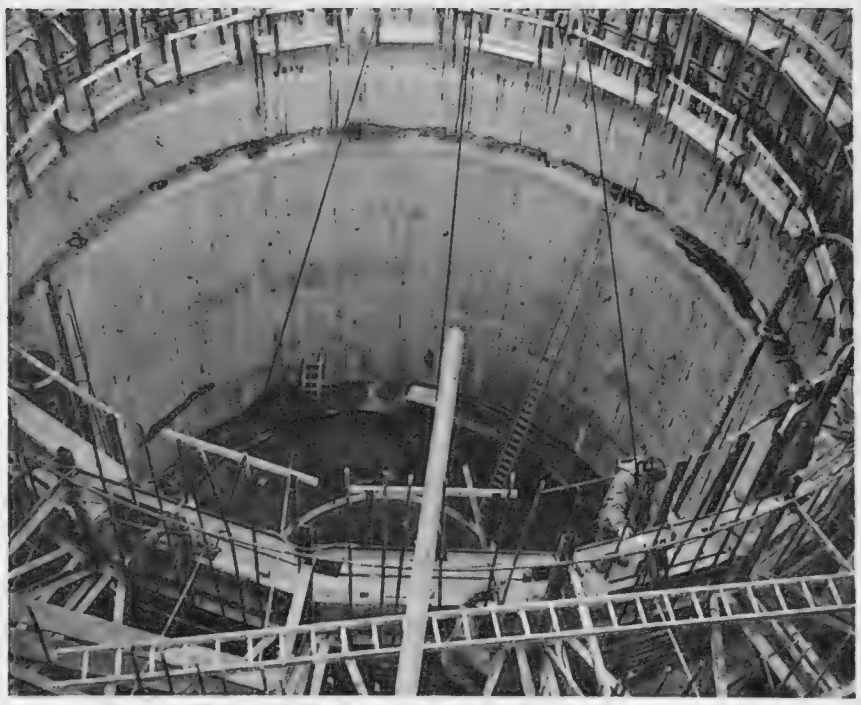


THE STATE OF COLERIDGE'S TOMB: The poet and his wife are buried in the crypt of Highgate Old Chapel, in London, which in now under the chapel built later for Highgate School. Since it has been difficult to establish within whose jurisdiction the old crypt and the tombs lie, the fabric is in a poor state. Mr. Ernest Raymond, the novelist, demonstrates that the tombs are covered with rubbish and debris. In fact, the tombs are in such poor condition that the coffins of Coleridge and his wife are exposed. Mr. Raymond and some of the poet's descendants have been campaigning for some time to have the coffins moved to St. Michael's, Highgate, the church which is nearly opposite the house in which Coleridge spent his last years and where he died. It seems likely that this will now be possible and that the coffins will be placed in the nave, covered with a slab bearing Coleridge's own epitaph. It is expected that a public appeal will be launched to provide the funds to carry out the work.

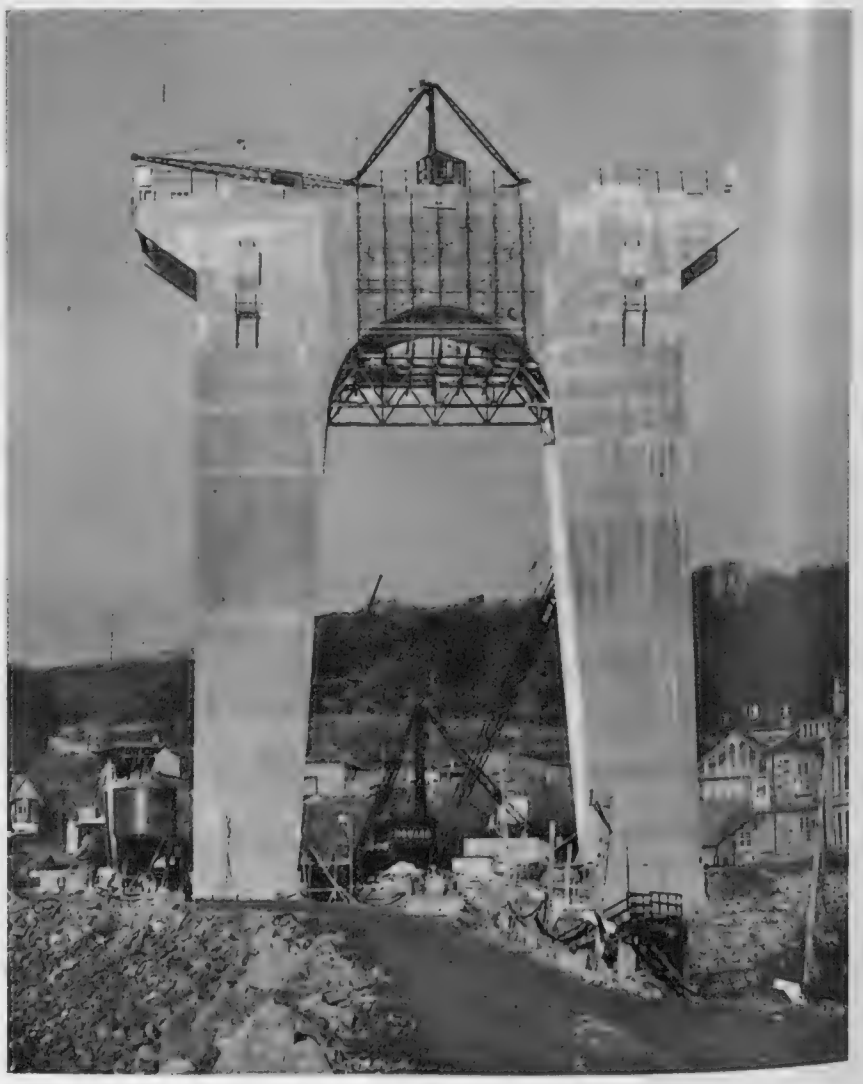
FORTH BRIDGE PROGRESS

The New Suspension Road Bridge in Scotland

AT WORK ON THE SOUTH BANK OF THE RIVER FORTH: Construction is in progress on the legs of the tower over which the road will pass. In the left background is the almost completed tower on the north bank, and, in the right background, part of the Forth railway bridge, half a mile downstream. Leading out from the bank into the river is a temporary causeway to the construction of one of the two midstream supports for the bridge. Of the suspension type, the Forth road bridge will have an overall length of 5,980 ft. It will be the longest of its kind in Europe and the fourth biggest in the world. There will be three spans; the side spans will each be 1,340 ft. long, and the centre span 3,300 ft. long. Cables, 2 ft. thick, from the towers on the banks and the huge pillars in midstream, will support the road. The bridge will carry across the Forth two 24-ft.-wide carriage-ways, two 9-ft. cycle-tracks, and two 6-ft. sidewalks. Approach roads to the bridge will be built and existing roads improved. The bridge is expected to be completed by the end of 1963.



PARTS OF THE CONSTRUCTION: The support for the bridge in the river on the south side is being built. It will be sunk 110 ft. below high-water level. *Right* is the almost completed tower of the suspension bridge on the north side of the River Forth.



ORIGINAL HOLIDAYS

Our arrangements are planned for Holiday Connoisseurs with an eye for the picturesque, the original and the best value. They include :

ENTERPRISING HOLIDAYS in Finland, Czechoslovakia, U.S.S.R., U.S.A. and Mexico.
SUNSHINE LOVERS' ARRANGEMENTS in Portugal and on Romantic Islands—Ponza, Sicily, the Aeolian Islands, Hvar, Ibiza, Minorca and Majorca.
HOUSE PARTIES in Britain and on the Continent (Austria, Italy, Switzerland, Sweden).
SPECIALIST HOLIDAYS for those with special interests (Painting, Foreign Languages, Alpine Flowers, Architectural Tours, etc.)
FAMILY AND YOUNG PEOPLE'S PARTIES at special rates.

Costs from 9 gns. in Britain, 19 gns. Abroad

ERNA LOW
47 (SP), Old Brompton Rd., London, S.W.7
KENsington 0911 and 8881.

UPPER BAVARIA

Information and Brochures from your Travel Agent or Fremdenverkehrsverband München-Oberbayern, München 15

MUNICH - Centre of Culture and Gaiety
May 11-22: 12th German Handicrafts Fair. July: Nymphenburg Summer Festival. July 31/Aug. 8: Eucharistic World Congress. Sept. 24/Oct. 9: Jubilee October Festival 1960 (150 years)

BERCHTESGADENER LAND - the popular Alpine vacation land - Lakes Königsee and Hintersee - Motor roads leading up to 5,900 ft. - Cable railways - Bathing beaches Concerts - Full-board arrangements. Inf.: KURDIREKTION.

GARMISCH-PARTENKIRCHEN the vacation paradise in the Bavarian Alps. Famous for its magnificent situation at the foot of the Zugspitze, Germany's highest peak, this health resort offers a great variety of entertainment facilities. 6 mountain railways. Excursions. Hotels meeting all tastes. Cozy inns. Bavar. specialities. Roulette & Baccara. **RIESSERSEE-HOTEL** 300 ft. ab. Garmisch. Tennis. Water sports.

MITTENWALD the famous Alpine vacation resort amidst big forests and lakes. 3000 ft. to 4600 ft. above sea level. Swimming baths. Well kept walks. Good hotels.

CONGRATULATIONS TO THE 'SPHERE' ON 60 YEARS OF LEADERSHIP FROM

Ewbank

the world's finest carpet sweepers

FROM 61/6 INC. TAX

THE BEST IN 1900 STILL FIRST CHOICE IN 1960

GREECE

and its islands

Inclusive tours from £54.0.0.
Independent night air-sea travel from £80.0.0.

Consult your agents or the specialists for brochures

OCEANWAYS STEAMSHIP AGENCY LIMITED
23 Haymarket, London, S.W.1
Phone : TRA 6055/6

You get MORE for LESS in

BELGIUM

whether your choice is one of the smaller or larger resorts on the coast with its 40 miles stretch of safe golden-sand beaches. Then there is the glorious Ardenne with its mountainous scenery and rivers. All the famous Cities of Art are within easy reach in this friendly and gay holiday land.

FREE! *Send NOW for this Grand Illustrated Guide to*
BELGIAN NATIONAL TOURIST OFFICE
Dept. 33, 167 REGENT STREET, LONDON, W.1

PRESENTING . . .

"botel cruises"

. . . new concept of river cruising by the hotels *Amsterdam* and *Arnhem*, carrying 60-80 passengers in first-class comfort through the sunshine of the Rhineland, visiting four countries—HOLLAND, GERMANY, FRANCE AND SWITZERLAND—in 15 days of delightful relaxation. Inc. fare from London with excursions from 59 gns. . . . May to October.

Please send for our Brochure "botel cruises."

cornelder's

114, Shaftesbury Avenue, London, W.1.
gerrard 6336.

FLY FOR HEALTH AND PLEASURE TO THE SUNNY ALPS

. . . VIA **GENEVA**

TRAIN AND BUS CONNECTIONS TO THE MOST BEAUTIFUL RESORTS IN SWITZERLAND AND FRANCE.

ON YOUR WAY TO WINTER SPORTS, SPEND ONE OR TWO DAYS IN GENEVA - SHOPPING CENTRE COMFORTABLE HOTELS - ELEGANT SHOPS

INFORMATION :
YOUR TRAVEL AGENT, THE SWISS NATIONAL TOURIST OFFICE, GENEVA TOURIST OFFICE, 3 PLACE DES BERGUES, GENEVA.

Wiesbaden/Rhine
(Germany)

HOTEL ROSE

World famous for over 100 years
Entirely remodelled and redecorated
Beautifully situated
Thermal water supply from the main hot spring
Terrace
Dietary kitchen

PLEASE ASK FOR FOLDER

Cables : Rosotel *Telex :* 0416815
Telefon : 21 951

For central heating and all the hot water you need at the lowest cost

Janitor boilers

SOLID FUEL AND OIL-FIRED MODELS

mean home comfort

Get details from your Builders' Merchant or Heating Engineer
The full range of Janitor Boilers can be seen at the Janitor showrooms
19 Berkeley Street, London, W.1

JANITOR BOILERS LIMITED · CAMBERLEY · SURREY

A splendid gift for your friends at home or overseas

To mark the remembrance of a birthday or to celebrate an anniversary; for business friends or clients overseas, what better or more welcome gift can you give than a subscription to THE SPHERE ?

In every issue THE SPHERE records and illustrates important events throughout the world and contains many other features of outstanding interest, particularly of happenings in Britain and the Commonwealth. *Your regular bookstall or newsagent will gladly arrange subscriptions for you. Alternatively, just write to The Publisher,* THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2, enclosing remittance.*

Subscription rates to THE SPHERE for 12 months:

Home: £7 . 12 . 0. *Overseas:* £7 . 14 . 6
Canada: £7 . 0 . 6

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

SOUTH LONDON SKYSCRAPERS

The Brandon Estate and the Shell Development

THE BRANDON ESTATE, IN SOUTHWARK: The four tall blocks of flats are part of a 36-acre development in South London. On the estate are six similar tower blocks, 172 ft. and 18 storeys high, with penthouses with bonnet-shape roofs on top. *Below, left*, is another view of two of the tower blocks. In the background are blocks of flats and maisonettes, part of the comprehensive development. In addition, on the estate are houses and some bungalows for old people. The scheme, costing about £4,000,000, is being carried out by London County Council. The new buildings replace rows of Victorian houses, some of them 100 years old. A number of old houses, of architectural merit, are being restored and modernised. When the scheme is completed, there will be open spaces, forming an extension to Kennington Park. A new pedestrian shopping precinct is being built. The estate will have 1,387 homes for 5,000 people. The first of the tower blocks was opened last week.

DOMINATING LONDON'S SOUTH BANK: Towering above other buildings of the development under construction is the main building of the Shell site. When completed, the office block will be 338 ft. high and will have twenty-six storeys. The new London headquarters for the Shell International Petroleum Company on London's South Bank consists of two blocks of eleven storeys, which are almost completed; the skyscraper block; and a building of three storeys. They are the dominating features on the South Bank, near the Festival Hall.

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 13–15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88–90, Old Kent Road, London, S.E.1.
SATURDAY, JANUARY 30, 1960. Second-Class Postage paid at New York, New York.

LINJE/BUSS

Voyage on a land cruise with Linjebuss—the company whose international reputation ensures the complete service you deserve. Linjebuss tours are operated throughout Europe and your Agent will be pleased to assist in the choosing of a tour most suited to your requirements.

LINJEBUSS

Marlow House, Lloyds Avenue, London, E.C.3

SANREMO

& OSPEDALETTI

Riviera dei Fiori, Italy

"A Corner of Paradise on the Mediterranean Coast"

★

Hotels of all classes - Luxury Pensions - Typical Restaurants - Golf Course 18 holes - Tennis Courts - Bridge Club - Yachting Motorboat excursions - Sand Beaches - Swimming pools - Riding School - Water ski Club - Municipal Casino - Festivals - Night Club - Attractions - Art - Sport - Aerial Cable Way from the sea to Mt. Bignone (1300 m.a.s.l.).

For information apply to:

Azienda Autonoma Soggiorno e Turismo
SANREMO & OSPEDALETTI
Palazzo Riviera—SANREMO—Tel: 56.16—56.15
E.N.I.T. OFFICE IN LONDON
ALL TRAVEL AGENCIES

BADEN-BADEN
(Black Forest—Germany)
BELLEVUE
160 beds — 65 baths
2 acres own park
★
QUIETEST AND
BEST LOCATED
★
ASK FOR ILLUSTRATED FOLDER 1/60E
HERBERT SAUR & FAMILY,
propr. & Management

Sparkling weather

Bright, clear, crisp,

Frosty.

Didn't it rain last night?

Better allow for frozen bends.

This one?

Ease off the accelerator.

Let the engine slow her. There.

Went round on rails.

Good to have tyres that really GRIP.

You too, will

feel safer—

***be* safer—on**

Firestone

Town & Country

Firestone Town & Country on the rear wheels and Firestone De Luxe on the front is the ideal tyre arrangement for better, safer driving. Long wear, quiet running, improved handling, maximum grip for all-season safety —these are the Firestone features that add confidence under all road conditions.

DRIVE SAFELY

BE A BETTER DRIVER. You owe it to your family, you owe it to others, you owe it to yourself to BE SAFE ON THE ROAD.

Firestone TYRES — consistently good

THE LEISURELY TOURS

A Fascinating Programme of Motoring Tours.

Scandinavia, Fjords, Lakes & Capitals
An ideal Fortnight in Portugal
Morocco — Beyond the Atlas
Prague, Vienna, Budapest
Vienna and the Dolomites
North Spain and Pyrenees
Sicily, Apulia, Calabria
Italy, the Perfect Way
Greece & the Islands
Alpine Flowers Tour
Lovely Austria
Russia
U.S.A.

(From 71 gns) Ask for Brochure "S"

LAMMIN TOURS LTD.
67, Blenheim Terrace, London, N.W.8
Tel: MAI: 4321 and 7698 (or Agents)

MUNICH
GRAND HOTEL
CONTINENTAL
M. Billig Prop

IZMIR TURKEY
GRAND HOTEL
EFES
Opening 1961

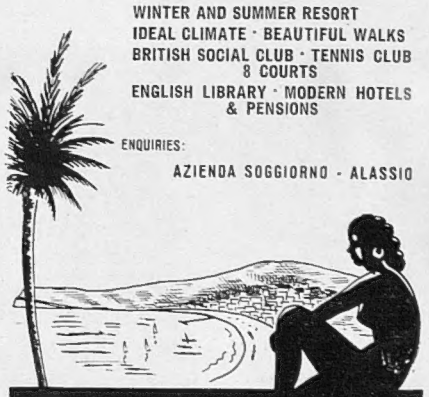
ADVANCES
£50 — £10,000
Without Security

THE
EDGWARE
TRUST
LTD.

28, Mount Street,
Park Lane, London, W.1.
Telephones:
MAYfair 0751 & HYDe Park 6452

WINTER AND SUMMER RESORT
IDEAL CLIMATE · BEAUTIFUL WALKS
BRITISH SOCIAL CLUB · TENNIS CLUB
8 COURTS
ENGLISH LIBRARY · MODERN HOTELS
& PENSIONS

ENQUIRIES:
AZIENDA SOGGIORNO · ALASSIO



ALASSIO
THE PEARL
OF THE ITALIAN RIVIERA

The one holiday that has EVERYTHING

Here's the finest holiday in the world—a P & O Sunshine Cruise. Glorious sunshine . . . good company . . . swimming . . . dancing . . . parties—and of course magnificent food, excellent accommodation and perfect P & O service.
You'll visit, too, those wonderful, faraway places you've always wanted to see. Sunny islands . . . ancient cities . . . bustling ports.
See your local Travel Agent today—or write direct to P & O.

"Your floating hotel . . ."

First day out A mighty ship to explore . . . your first taste of magnificent P & O service.

Wonderful meals Spacious dining rooms. Menus to please all tastes—from the simple to the elaborate. (And what superb cooking!)

Sunshine . . . sea breezes The ship sails into warm seas. Sunshine all day soon gives you a glorious tan.

First port of call A sun-drenched town. Exotic presents to buy. All too soon you're on your way.

Deck games are immediately popular with the younger set—but older passengers soon join in.

Quiet relaxation . . . you can get away from everyone and everything. Look at the sea . . . read . . . doze.

Ship's swimming pool A dip before breakfast . . . or a splash in the heat of the noon. *Always* refreshing.

Another trip ashore A famous port you've always longed to visit. Excursions . . . or go by yourself.

Let's have a party! A party in the Verandah café. Talk of today's adventures . . . and the thrilling anticipation of more to come!

For more details about your P & O holiday, and the new *free* booklet 'The one holiday that has everything', ask your Travel Agent or write direct to P & O, 14 Cockspur St., London, SW1, Tel: WHI 4444, 122 Leadenhall St., London, EC3, Tel: AVE 8000